

THE Hongkong Weekly Press

AND

China Overland Trade Report.

VOL. LX.]

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BIRTHS.

On the 21st August, at No. 70, Range Road, the wife of S. E. GREEN, of a son.

On the 26th August, at Kuling, the wife of ROWLAND R. WADE, of a son.

On the 1st September, at the Victoria Hospital, Peak, the wife of C. W. CAMPBELL, H.B.M. Consulate-General, Canton, of a daughter.

On the 3rd Sept., at No. 4 Elliot Crescent, the wife of GEO. P. LAMMERT, of a daughter.

MARRIAGE.

On the 22nd July, at Hollington, S. BARTON, of H.M. Consular Service in China, to WINIFRED, daughter of A. P. MACEWEN, of The Grove, Hollington, late of China.

DEATHS.

On the 26th July at Hoechst-a-main, Germany, MARTHA POSTLER, of the Hildesheim Missionary Society for Blind Girls in China.

On the 21st August, at 10, Soochow Road, Shanghai, AUSTIN RICHARD THISTLETHWAITE (late of Manila), eldest son of the Rev. E. THISTLETHWAITE, of Preston, Lancashire.

On the 26th August, at Marseilles, JEAN, daughter of the late Dr. COOPER and Mrs. DUNCAN COOPER, and grand-daughter of Mr. and Mrs. JOHN PRENTICE, aged four years and eight months.

On the 27th August, at 3, Yuhang Road, CHARLES JAMES ASHLEY, aged 69 years.

On the 29th August, at the Peak Hospital, GEORGE MANINGTON, of the Hongkong Telegraph, aged 35 years.

On the 29th August, at Dinder, Caine Road, Hongkong, JOSE MARIA GOMES, aged 34 years.

Hongkong Weekly Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

ARRIVAL OF MAIIS.

The German Mail arrived, per the s.s. *Bayern*, on the 30th August.

EPITOME OF THE WEEK.

The Japanese demand for coolies in Corea is giving much trouble to the farmers, who are short of labour.

The Kaiser has bestowed upon the Governor of Shantung, H. E. Choufu, the Royal Order of the Crown, first class.

A Volunteer Fleet is to be constructed in Japan by public subscription, to consist of vessels of 5,000 tons and upwards.

Among the coolies who went down to South Africa by the *Ikbal* there were four cases of dysentery on arrival at Durban.

The Governor-General of French Indo-China has interdicted the circulation of Hongkong Chinese newspapers in the colony.

The Governor of Samoa, a German colony in the South Sea, is making arrangements for the importation of from 300 to 400 Chinese labourers for the use of planters on the islands.

The Chinese now being enrolled by the Russians as railway guards are armed only with stout sticks in case when the Russians retire they should turn and rend the hand which has fed them.

During the five years Lord Curzon has been Viceroy, 4,946 miles of new railway were opened in India. Many new lines are in course of construction. They will be opened at the average rate of 1,000 miles a year.

A Durban correspondent telegraphs to a London journal that among the recent emigrant arrivals there is a large number of Boxers, some of whom took part in the attack on the Legations in Peking. This is too interesting to be true.

The text of the Tsar's manifesto shows that the political amnesty granted for the baptism of the Tsarevitch is so limited and conditional that very few, if any, prisoners will be benefited by it. The Chinese Empress does this sort of thing better.

Two Russian-speaking Chinese who have been spying on the Japanese movements in Dalny, and also procuring supplies for the Russians, were caught by the Japanese, and after due examination executed. They were both natives of Shantung.

A Peking despatch states that the Japanese Minister, Mr. Uchida, has complained to the Waiwpu that the Chinese officials in the districts near Tiehling and Liaoyang have been discovered to have furnished the Russian forces lately with over a thousand carts and mules to draw them, which is flagrant violation of Chinese neutrality.

A Peking despatch states that the Waiwpu has decided to establish a Legation in Lisbon, and that the first Secretary of the Chinese Legation at Paris is to go to Lisbon as Chargé d'Affaires. The Chinese Minister to the French Republic, H.E. Sun Pao-ch'i, it is further stated, will be soon also appointed Chinese Minister to the Portuguese Court.

In connection with the new British mail contract, a foreign correspondent has suggested to the Postmaster-General that the Federal Government should stipulate that mail steamers must use Australian coal between Australia and Colombo, both ways. Mr. Mahon is said to be impressed with this extraordinary proposal and will give it careful consideration.

It will not have escaped the observation of the sagacious, remarks the *Globe*, that while Britannia rules the waves, Russia waives the rules.

Reporting more brigandage near Shanghai, the *N.C. Daily News* adds: These predatory visits are really becoming monotonous by reason of their constant succession of late, and if something drastic be not done speedily by the authorities concerned, these desperadoes, having so often escaped with impunity, will get bolder and bolder, and possibly we will find them one fine day (or night) raiding some flourishing portions of the foreign Settlements.

A circular signed by the Ceylon Colonial Secretary, and dated July 30th, is going the rounds at present, calling the attention of Government servants to a circular of 1900 encouraging Government servants to join the Volunteers. The original circular promised that absence on Volunteer duty would not count as leave. The present circular goes one better. It says that Government servants, who are Volunteers, will add to their own claims for favourable consideration. Sir Henry Blake is evidently a warm supporter of the Volunteer movement.

The Japanese, it seems, expect to inherit Russian concessions in Corea, for it is reported that Mr. Okura, of Messrs. Okura & Co. of Tokyo, who obtained the contract for preparing the timber seized by the Japanese army on the Yalu, to be used as sleepers for the Seoul-Wiju Railway, is trying to obtain a concession from the Corean Government to cut timber in the forest on the Yalu, should that taken from the Russians fall short in supplying the requirements of the railway. It is believed the authorities are inclined to grant such a concession to Mr. Okura.

A correspondent of the *Osaka Mainichi* at the front writes as follows:—"The Chinese swarm round the dead bodies of the Russians which are left in large numbers on the battlefield. Their object is to strip off the uniform and to steal what they can. The Japanese when possible drive the Chinese away and inter the Russians. The Chinese are quite indifferent to the war, and are found working innocently on their farms, driving horses or oxen as if they knew nothing of the fighting which is going on almost in their sight. They take little heed if a shot or two from big guns falls near them, and only run away for a time when shot falls like rain, but when the firing stops they return and begin to search for the bullets and the shot.

The friends of Mr. Norman Cullen, who came to Japan some months ago as the correspondent of the London *Daily Mail*, are much concerned by his sudden disappearance. He had lately been suffering from a severe illness, and was about to return to England, when on the 4th instant he left his quarters at the Bluff Hotel, Yokohama, and after spending the night at a friend's house in Tsukiji, departed thence in a jinrikisha. He was traced afterwards as far as the Uyeno Station, but from there no clue to his whereabouts has been found, though every effort has been made by the British Consul through the authorities. As, says the *Japan Advertiser*, he was in a very weak and depressed condition, occasioned by his illness, his disappearance gives great anxiety to his many friends in Yokohama. Mr. Cullen, who came last from Cairo, had left the *Mail's* service and joined the staff of the *Advertiser*.

INTERNATIONAL FRICTIONS.

(Daily Press, 27th August.)

Our Japanese contemporary the *Ji-ji* recently struck a correct chord when it said:—"International troubles are, ninety-nine times out of a hundred, the result of an accumulation of numerous instances of friction, and it is therefore well for countries to try to nip such troubles in the bud." As the most numerous instances of friction are presented in the Press, it is not too much to ask that efforts of a pacificatory nature should be forthcoming from that institution. At the very least, newspapers should avoid the responsibility of needlessly multiplying instances of friction. We had occasion quite recently to deal with the portentous publication by the *Daily Express* of a Russian alleged project for the invasion of India. Not long afterward it published over a column of stuff showing how Germany "dreams of the end of the British Empire." The nuisance of that sort of thing is that so many men—the men in the street—give the most superficial consideration to such matters, with the result that a really pleasant incident like the German fleet's recent visit to Plymouth gives rise to all sorts of ridiculous ideas. These follies find their way into the columns of the journals that cater for thoughtless folk, and then we have comments such as those which have recently alarmed our good patriots, by telling them that our Teutonic naval guests walked about the Dockyards "asking pointed questions" and using cameras where they ought not to have done. They were spying out the land, laying bare our mobilisation secrets, and otherwise betraying our foolish Government, which would never have allowed them to approach in sight of the Hoe if the advice of the sapient ha'penny papers had only been heeded. It is too late to cry over spilt milk, of course. The mischief is done; and the *Daily Mail*'s special correspondent, gazing horror-stricken on the KAISER's men-o'-war, telegraphed that they constituted "pre-eminently a fighting force, designed and trained for battle, and for battle alone." It is quite understood, of course, that our own warships are not designed for battle. They are merely subjects provided by a paternal government for jubilee displays, coloured pictures, and music-hall ditties. The alarmed Britisher has been reminded of the sinister fact that on a former occasion the KAISER was permitted to see the works and fortifications of Gibraltar. They must think our hated friends from Berlin very simple to send a whole squadron on a mission of espionage; but there—that is the trouble. They don't think. The journalistic assertions consumed with the breakfast bacon are retailed in the train, and the swopping of opinions with another equally unreasoning reader confirms the impression that those Germans are too wicked for words, and that if only JOE CHAMBERLAIN were King? Small wonder that our Continental cousins are puzzled by the friendliness of our rulers and the hostility of our Press. Following a like train of thought with the *Ji-ji*, the *Saturday Review* says, apropos similar matters, "the absurdity of this kind of agitation would secure it from all serious attention were it not that it does in fact inflame or keep alive international animosities which common sense and good feeling would wish to put to rest. It would almost seem as if the patriotic Briton could not be happy unless he were in a scare about the designs of some foreign nation." We cannot go the whole way with our Saturday contemporary, and speak of these good men as

"Teutophobic corybants." It is simply shortage of copy on the one side; and lack of thinking on the part of both writer and reader. A remarkable sample of journalistic thoughtlessness of the sort we would condemn is supplied in the telegrams we publish this morning. That Anglophobic corybant, the *Nasoe Vremya*, must have soured many a Chauvinistic Russian's breakfast when it complained that our Malta proclamation, about not supplying belligerents with coal, must be directed solely against Russia, as it could not possibly apply to Japan. It does apply to Japanese ships, the moment they begin to play the pirate in European waters.

CHINESE CURRENCY REFORM (I).

(Daily Press 29th August.)

In whatever direction and on whatever question China moves, she moves slowly. *Festina lente* is really, if not avowedly, the Celestial motto. No matter how vitally necessary a change may be in relation to her best and dearest interests, she will not do more than "hasten slowly," and then only under pressure of circumstances or persons. No one who knows China can doubt that it is her interest to join the ranks of the gold-standard countries, for not only is it disastrous to her trade to continue on a silver basis, but it also severely handicaps her in the payment of her large foreign indemnity. Her rulers and statesmen have all freely admitted this, and her great foreign adviser and director of the Imperial Maritime Customs has boldly pronounced in favour of the creation of a gold standard for China. The Chinese Government, feeling convinced that the white metal was the source of loss and an impediment to trade, joined Mexico in a petition to the Washington Government to appoint a Commission to inquire into the circumstances and ascertain the best means of placing the finances of China on a gold basis. When the exceedingly lucid and valuable report of that Commission had been drawn up Professor JENKS, a member of the Commission, was instructed to proceed to Peking in order to present to the Chinese Government the results of the Commission's inquiries and labours, and we believe he is still in China, advising and conferring with the authorities on this most important question. What the upshot of the efforts of the U.S. Commission will be it is difficult to say. With any other Government in the world the issue could not long be in doubt, but in the Central Kingdom there are so many diverse interests at work, so much *vis inertiae* to overcome, that it is not easy to predict what may happen in this regard. The reputed predilections of the mandarins are in favour of a gold basis, though silver, as in the case of many other countries, would have to be mostly used for coinage purposes. But there may be some powerful officials who have axes to grind and whose purpose will best be served by the retention of a silver standard. We do not know that such is the fact, but we hope that the President of the Board of Revenue more accurately reflects the proclivities of the mandarins. In a recent memorial to the Throne he says that owing to the high price of gold China has lost considerably both in the matter of trade and in the payment of the indemnities. He therefore suggests that it is absolutely necessary that the Imperial Government should follow the good example of Japan and adopt a gold standard. As a preliminary step in this direction, he asks permission to take in gold at Tls. 32 per 1 tael of pure gold from those officials and others who purchase brevet official

rank and titles in accordance with the regulations of the Board. The Imperial Rescript is very decided and to the point:—"Let it be as recommended." We hope that this action not only reflects the views of most Chinese officials, but is also an indication of the policy the Chinese Government intend to pursue in regard to the currency. They have undertaken, by the recent Commercial Treaty signed at Shanghai with Sir JAMES MACKAY, to establish a uniform national coinage, and it will probably prove no more difficult to place this on a gold basis than to establish a uniform silver currency. The advantages of the former have been proved to the hilt, and the Treaty Powers, or most of them, have expressed their approval of the scheme for a gold standard. The Straits Settlements and the Philippines have already adopted a fixed standard, and Indo-China and Siam are prepared to follow suit. Hongkong will soon be the only Colony afflicted with this unstable medium. The large majority of the colonists are strongly in favour of a different policy: they would prefer to see Hongkong setting the example to China rather than submit to wait for her tardy action in the matter. But there is unfortunately a want of unanimity on the subject, owing to a divergence of interests, the profits made on the fluctuations of exchange apparently counter-balancing in some directions the loss accruing to trade thereby. The permanent good of the Colony, the prosperity of legitimate trade, demand that the change should be made, and that without delay. The difficulties raised as bugbears in the path would speedily disappear if the change were resolved upon, and Hongkong would be saved from further loss, both of trade and prestige. Who will take the initiative in the matter? It might be thought that the Banks would lead the van in any movement of this kind. The conservation of the trade of the Colony must of necessity be their care and aim, for whatever temporary profits may accrue from the oscillations of exchange, such profits cannot make up for the loss to their constituents and the diversion or restriction of trade. It is to be hoped therefore that if this question is once more publicly agitated we shall find considerable unanimity of opinion upon the desirability of not waiting until China finds financial salvation, but a determination rather to show her the way to secure it

HORTICULTURE AT HONGKONG.

(Daily Press, 30th August.)

Fourteen years ago, His Majesty the KING, then Prince of Wales, addressing the Fellows of the Royal Horticultural Society, assured them that a Hall for the exclusive use of the Society would be of the greatest use and advantage. At that time the Society had begun to talk of getting one, but up to quite recently, the Society has had to manage without headquarters of its own, the office at 117, Victoria Street, Westminster, scarcely counting as such. The shows have been held in the Drill Hall of the London Scottish Volunteers, a badly lighted building, and one that never afforded sufficient space for the beautiful exhibits sent. This year, being the centenary year, there is to be a special winter show, held in the new Centennial Hall in Vincent Square, Westminster, erected at a total cost of something like £40,000. Perhaps, beyond clearing off the adverse balance of the building fund, the members of the Society could have hit upon no happier way of celebrating the hundredth year of its existence than by inviting the

colonies to coöperate in demonstrating the horticultural bent of the nation. The *Government Gazette* this week-end publishes a notification that the Royal Horticultural Society is holding an exhibition of colonial fruit (as well as home and foreign preserved fruit) on December 13th and 14th next. Special classes are arranged for all descriptions of colonial fruits. The preserved fruit classes will embrace jams, as well as bottled and dried fruits. Separate classes being arranged for Home, Colonial, and Foreign exhibits, the comparative values will be seen side by side. Apples, pears, pineapples, bananas, mangos, grapes, even yams and sweet potatoes, are mentioned in the schedule, two copies of which have reached us, and are at the disposal of any reader interested. The Botanical and Afforestation Department, likewise, is prepared to furnish further particulars to inquirers. The Society's circular says: "The Agents-General and Crown Agents are most kindly rendering every assistance, and we trust that both growers and exporters will do their best to send in Exhibits worthy of our Colonies, and to show what can be produced for the Home markets. No entrance fee or charge for space is made, and if desired the produce may be consigned direct to the Society and it will be stored in the cellar at Vincent Square and staged by the Society's officials in good time for the special private press view on the evening of December 12, but the Society cannot undertake to repack and return such exhibits. In addition to the publicity to be derived from the Exhibition, the Society offer numerous medals and other prizes for competition, and other awards are given for meritorious exhibits." We have drawn special attention to this forthcoming event, having faith in the really valuable work of the Society, and because it is such a special year in the life of the institution. There is money in this fruit business, as several of our colonies have found. A comparison of the prices we used to pay in Town and what we pay here for certain fruits as familiar to us as gooseberries once were, ought to convince us of that. The every day pumelo, for instance, the "shaddock" of the West Indies, ought to go well at Covent Garden. A similar but much less sweet fruit from Japan has, to our knowledge, stood the voyage and landed in flavoursome condition. Local interest in the doings of the Horticultural Society might benefit us in other than financial ways. It is surely not so certain yet that a decent apple is impossible of attainment in this colony. As for grapes, they ought, with more perseverance, to flourish here. Only those who have persevered after frequent failures in horticulture are able to realize what surprising results are possible. Dropping at this point, however, the material arguments of the moneymaker, and the no less material allurements of the gourmet, may we suggest that our people in Hongkong have other reasons to sympathise with the objects of such Societies as the one to which we refer?

A recent writer has, in a new novel, uttered the conceit that vegetables are the boy children of the gardener's nursery, and flowers the girls. Our parental hopes are often fixed upon the boys, but how much dare we limit our estimate of the *joie de vivre* attributable to the maids blooming in life's garden? In the case of flowers, can we claim that this now British corner of the Flowery Kingdom is as florently blooming as it might be, even after the years of excellent work by the Botanical Department? Would it not be

possible, with the coöperation of all residents blessed with a "bit of garden," to make Hongkong wholly a public garden that would pull at the heart-strings of its citizens as strongly as do the remembered scenes of Home?

"Silently, one by one, in the infinite meadows of heaven,
Blossomed the lovely stars, the 'forget-me-nots' of the angels."

Silently, one by one, the terraces and corners of Hongkong could be made to shine below like the stars in that pretty couplet of Longfellow's, and that with no more fuss or trouble than the flourishing of bunting on festival occasions. How is it that there is no Hongkong Floral or Horticultural Society? The daily spectacle of the Flower Market in a side-street cannot be considered as ample or adequate gratification of the æsthetic sense that the Hongkong dweller assuredly possesses. The tree-peony and the lotus, the almond blossom and the topiary shrubs affected by the natives cannot fill the places of the Home favourites. If the flower sellers can successfully rear foreign blooms for lucre, may our own folk not manage them for love? A local flower show might do much to foster enthusiasm, and enrich the flora *Hongkongensis*, just as the Royal Horticultural Society at Home has done so much to revive the cult and culture of the English rose. It is not sufficient to write a cheque and have a gardener and his coolies exercise his taste in the environment of the foreigner. When the foreigner and his lady, and their children also, learn how much it means to make personal friends of the growing things about their door, there will be no necessity to tempt them with the mild excitements of neighbourly rivalry. A new and absorbing interest will have come to vanquish boredom, and relieve the tedium of daily work. In the meantime, a local horticultural society seems a means to an end. Are there none sufficiently interested to make a move? Our columns are open to comment: we should be glad to encourage any movement in such a direction.

BEACHCOMBERS AND BEER.

(*Daily Press*, 31st August.)

Level eyes, and a plausible tongue, brought to bear upon us in a busy moment recently, had almost misled us into thinking that at Hongkong the conditions of the labour market were needing immediate and radical alteration. The special article based on a "beachcomber's" contribution, which appears in another column, will be found sufficiently suggestive of the source of the representations which turned our attention to the possibility of unifying and confluencing the charitable organisations of Hongkong, as well as to the supposed need of a sort of labour bureau that should facilitate the finding of employment for deserving applicants. Such a movement, and such an institution, may quite possibly be desirable, notwithstanding that we have, on reflection, been tempted to revert to the long held conviction that in the average British community no one who is able and willing to work need suffer want. Certainly in the case of Hongkong, while we have no wish to paint the lily, to gild refined gold, or to exaggerate its possibilities of prosperity, there appear to be ample opportunities for the young man of ability willing to work and anxious to succeed. It has been suggested that many have been tempted to come here by too glowing accounts, and that their disillusionment and disappointment have been great. Such a risk is always run by those who expect too much. Quick returns and big dividends go

to the very lucky few. If there are any *Sinbad's* Valleys left in the world, they are not to be reached as Hongkong is by a comfortable steam liner trip, nor can the voyager expect to find enrichment so suddenly as the Arabian sailor did, and yet have his lines cast in such pleasant places as this port may justly be considered to be. Unfortunately, too many of our immigrants imagine that it is practical politics to "eat their cake and have it," and the cake of their eating is frequently of most indigestible quality. "Cocktails and maskee" is certainly far from being a fruitful policy, and yet it about describes the attitude of a large number of men who, discovering that the nose is not so much slave to the grindstone of duty as it was at Home, take the proverbial ell, and shockingly neglect the grindstone. We recently published a comment by our consul at Chicago, who very much admires the methods of the American employers, in carefully selecting suitable men, and then spontaneously rewarding them according to their need. In the Orient, in consequence, no doubt, of frequent disappointments, the employer has come to look upon his assistant as a person from whom little is to be expected, and to whom no more is to be paid than seems to keep him from grumbling. There is not that recognition of mutual interests, and whole-hearted coöperation in pursuit thereof, that Mr. CARNEGIE obtained by his shrewd policy of payment by results. The system of contract agreements, with periodic, automatic increments irrespective of merit, seems far from perfect. Between the right-minded employer and the properly purposeful employee there is no need of such an arrangement, which in no case guarantees full satisfaction to either.

On the question of alcoholism, to which no consideration of the relations out here of master and man is complete without reference, so prominent a factor is it, we have no sympathy with our weekly contemporary in Shanghai, the journal with "Water is king" for motto. Unfortunately, in the Orient we have been obliged to regard that King with undiluted suspicion. *The Union* has for a very long time been filling its editorial columns almost exclusively with teetotal philosophy of the kind that consistently refers to wine as a mocker and alcoholic drinks as a snare of the devil. It is quite pathetic to find such a loyal echo of the blue ribbon tracts of Home continually lifting up its voice to such a tune in a community where, if water be king, it is (as a beverage) a King deposed from his high estate, and left with but few adherents. There cannot be any wisdom in these vain repetitions of an oft-told tale that no one believes; or if believed, a tale that by too much iteration has lost its force, like the alarm of "Wolf" in the fable. Wine, taken in ordinary quantities, is no mocker, save that it sometimes enables the drinker to mock at melancholy. In any case, granting to the editor of our northern contemporary strong reasons for so everlastingly emphasising his convictions in the matter of drink, it is about time he should discover that the objections of reason are of no avail against anything that procures for man the feelings of pleasure he craves for to brighten life. It were an amusing thought, but for its element of gravity alluded to, that these lucubrations should be, as they probably are, read only by the people who agree with their sentiments, and who do not need the warnings they convey. Unhappily, however, over-indulgence in stimulants is so painfully apparent in its local results that there is every excuse for the over or

erroneous emphasis we have just alluded to. The dipsomaniac, intermittent or chronic, is a familiar figure, giving amusement to the thoughtless, pity to the humane, disappointment and annoyance to the employer, and trouble to the authorities. Very few of the people so affected by the behaviour of the drunkard enter into consideration of the causes of his habit. Those who smile at him are contemptuous; those who regret his state do not search out excuses for him; the others are only too sain to dismiss him altogether, and to look out for another who does not succumb to "the temptations of the Orient." Why do so many bright and otherwise sensible men take to drinking? In most cases it begins, we suppose, with sheer boredom. That pessimistic malady that takes thought for the morrow and the past, and seeks in the collection of sensations forgetfulness of the torturing thought that nothing much is "the good of it all," is mainly responsible.

We are convinced, moreover, that the loss of faiths and the modern scorning of religions has helped greatly the neglect of the old, manly virtue of self-control. Life is no better understood since superstition is being swept out of it, and it is not all who reach pessimism through pride of intellect. Quite as numerous are they who, looking for no other life, expect too much of this one. If these clamant desires took the form they once did, and the form of the militant, animal strenuousness preached by KIRLING, there might not be so much harm done. But the simple thrills of mere existence have ceased to satisfy. The result, in the East, where the "daily round and common task" is gray-bordered often by loneliness, is disastrous. The expounders of the faiths are surely not altogether blameless. Just as our teetotal contemporary repels us by the extremity of his cult, so the preachers have perhaps done, and helped to cause the re-action they now observe with so much regret. Self-control must have been the real aim of earlier Buddhism and of earlier Christianity. Over-zealous disciples, by misinterpreting that aim as self-abnegation and self-annihilation, have they not rendered really good advice non-effective? If they had not pushed the pendulum so far in one direction, haply it would not have swung so far in the other.

No task of civilization has been so p. in-fully laborious as the subjugation of appetite: those who deey appetite a'-together do but discourage, it may be, some who might otherwise understand that life is no pilgrimage upon which the wayfarer should afflict his soul. The man who preaches the other extreme of "eat, drink and be merry, for to-morrow we die," does no better, for the morbid reflection tacked on to his otherwise sound advice spoils it, and incites to excess. Literature teems with stories of people who, for the gratification of present desires, sold themselves to the Devil. The cream of the old-fashioned story usually came with the debtor's dodges to elude a settlement of the bargain. The man who has, in order to drown his *ennui*, given himself to drinking, finds it, and must find it, next to impossible to evade a final payment for his weakness. What is wanted is a healthy public opinion, inclining neither to the foolish teetotal avoidance of the good things of life, nor to the false pride of the taproom that makes so many men afraid to own that enough is as good as a feast. Either asceticism or debauch is bad. There is surely a happy mean, in which a man may laugh and quaff, enjoy friendship and freedom from thought for awhile; and yet retire sober and respected to a healthy repose? That healthy opinion, which will

wipe out of existence the unnatural total abstinence idea, must also include a stern dismissal of that amused tolerance which sees in excess only an accidental slip about which there is nothing particularly unmanly. Until then, we must expect to hear both employers and employed complaining.

CORRECTED IMPRESSIONS.

(*Daily Press*, 1st September.)

We are getting a little tired of being told that in the Russo-Japanese war there is apparent that element usually referred to as the "unprecedented." It may be the first time that the Orient has clashed in real warfare with the Occident; but it is by no means the first time in the world's history that a great Power has been shocked by the effective intervention of a new recruit to the ranks of the nations. That east is east, and west west, and never the twain shall meet, &c., is strictly true in only a geographical sense. Japan both past and present has met European civilisations in many essential things. Japan is not a barbarous nation newly veneered with civilisation. Japan is a civilised nation of long standing with the barbarism no nearer to the surface than is that of other nations; but perhaps the Japanese veneer, either of its former making or later acquisition, is of a less opaque kind. Japan before the foreign invasion was as much a civilized nation as Rome was, when JULIUS was invading barbarian Britain, long e'er Russia began to wear even the swaddling clothes of social refinement. Rome was presently to suffer similar surprises to those now being felt by Russia, and, apparently, shared by the unthinking world. The invasion of Spain by the Moors was more "unprecedented" and startling than the over-running of Manchuria by the Japanese. Even the great invincible British power had to be surprised at the presumption of a lot of rough American colonists, and to put up with an unprecedented result. There is in the present duel nothing more surprising than the English conquests of Gaul. It does seem late in the day to find the wonder based on the superficial differences in the respective cartographic areas. Throughout history, from the roving Danes and their English heirs, the wandering Norsemen and the multiplying Semites, we have seen the little leaveners leavening the large lumps. The change wrought in big Africa by little Europe is another illustration. No more wise is this persistently recurrent error that civilisation is a new thing under the Rising Sun. Japan had its literature while we were still scratching badly drawn pictures on soft stone and earthenware. Japan treated its women as we do even now, honestly considered; only Japan made no pretence of chivalry while it legislated "walnut-tree" laws, man-made. It kept up the wasteful feudalistic etiquette to a much more recent date, but whereas our real socialism did not begin until our feudalism left off, Japan had a healthy communal system running contemporaneously with its swashbuckling doings. That is why Japan remains Japanese under its European veneer, because there was nothing radical that required to alter. This Oriental tree had civilized roots: its new features are merely shoots grafted on: the tree remains. Its inventive faculties have not had to be awakened from the torpor of barbarism. They were as fully developed as ours, and the great conversion of the last half century is nothing more than a diversion—of these equally evolved powers into similar channels of activity to ours, and away from directions that struck the earlier foreign visitors

as anachronistic and "uncivilised." Another popular misconception is that the Japanese has a detachment and mobility unknown to western peoples. This fancy originated with the globe-trotter who glanced into Japanese interiors and missed the "whatnot" and the sideboard, the "upright grand" and the umbrella stand. We are still being impressed with the "fact" that the Japanese wants are simple and easily supplied. "His belongings can be packed in a bundle and carried on his back." As for us, we put our money in a stone cottage and fill it with permanent furnishings, to which we are rooted like a vegetable. It is nonsense, of course. We have nothing to dread in a comparison of our respective acquisitive tendencies. The Japanese, rich or poor, hoards more than he can carry on his back, and in the matter of "great possessions" is no more in accord with the Sermon on the Mount than we are. The real factor of Japan's success in war is not to be found in these idle fancies. It rests, as we have previously pointed out, on patriotism. Patriotism of the Japanese and English kind is not general in great Empires. The more nearly its area approximates to the parochial, the livelier it is like to be. Russia, China, these are too big to have this effectual patriotism. Thus the race not to the swift, nor the battle to the big.

OPIUM AND MISSIONARIES.

(*Daily Press*, 2nd September.)

Few books published of late years regarding our relations with China are more suggestive or more misleading than Mr. A. DAVENPORT's "China from Within." A strange medley of fact and prejudice, it yet possesses crannies crammed with observations which set the reader thinking for himself. Mr. DAVENPORT, from his long personal experience in the Consular Service in China, is personally able to speak with authority on the subject of the Opium Trade in China, and easily demolishes the false issues raised by the societies of goody-goodies who clamour for the total suppression of the opium trade between India and China. These false issues, as he well shows, are founded, first on wilful ignorance of the nature, origin and growth of the opium traffic between India and China, and secondly on equally wilful misstatement and positive untruth. The whole is a characteristic exemplification of the vicarious righteousness of the day, which, in the words of HUDIBRAS, would

Compound for sins it felt inclined to
By damning those it had no mind to.

After all, the scales in which humanity must eventually be weighed have a remarkable tendency to rest on an even beam. In Europe we hold in high social esteem the great brewer and the wine merchant; why seek to rob the Indian ryot and the darker-skinned merchant of Bombay?

The Chinaman ignores the aroma of our choicest vintage and turns for consolation to his elaborate pipe and whiff of the choicest Malwa. The thinner-skinned horse refuses the succulent but prickly thistle, which his better-armed relation the donkey eagerly devours to his great personal advantage; who is to judge between them? There are certain so-called vices resulting from an abnormal development of instincts necessary to the healthy development of the race. The whole human family find necessary the use of some narcotic or stimulant, for the two fade into one another, be it tea or coffee, or hemp or opium, or tobacco or alcohol, in one form or other. Each of them may be used to such an extreme as to become detrimental. Even tea, apparently

the mildest, is in certain communities, as in the Falklands, becoming a curse. The writer has seen many wrecks of humanity brought about in the United States by the coffee habit. The man who has learnt statecraft from actual experience understands the difficulty of seeking to repress by legislative measures any of these, and instinctively feels that repression leads to worse excess in other directions. It is only amongst the ignorant or the fanatical that we find such attempts made. The very instruments made use of to repress such natural cravings are found to be themselves the most addicted to the practices they are called on to destroy; and the too frequent issue is the demoralisation of the entire body politic. Our own royal SOLOMON sought by his celebrated "Counter-blast" to repress the smoking of tobacco in England; as effectively does the dog bay at the moon from generation to generation.

So far does Mr. DAVENPORT carry his reader with him. His weakness is shown when, having charged through the ranks of the enemy, he essays to take on himself their armour and methods. He makes an active and brilliant onslaught on the very shallow and self-compromising Memorial presented in 1902 by the Society for the Suppression of the Opium Trade to the late Lord SALISBURY, then Prime Minister; which Memorial, evidently through false representations, was unfortunately signed by the Archbishops of Canterbury and Dublin. On the strength of it, Mr. DAVENPORT takes a tilt at the missionaries.

As a fact, which he is unable to comprehend in its fullness, missionaries are in China because the Chinese would have them there, exactly as merchants are here because the Chinese needed their wares and would trade whatever were the opposing obstacles. The two things are mutually interlocked, and no power on earth, be it ever so far reaching, can interfere effectually to repress a national instinct.

Mr. DAVENPORT in various chapters describes the different classes of missionaries who have penetrated to the various regions of the earth, Jewish, early Christian, Buddhist, Mohammedan, and the celebrated 16th century Roman missions in China; he even describes the imaginary Buddhist missionaries, who he fancies, from some remote resemblance of the ruins at Palengue to Indian stupas, to have been Buddhist. It is in accordance with his other conclusions that all these have been markedly superior in their ways to those of the nineteenth century; our present-day missionaries do not appear to realise that China was opened to them by earthly warfare. Considering it a case of adding insult to injury, the Chinese strongly resented their efforts to evangelise the people; "they did not understand why barbarians who could not distinguish between Tan and Li should presume to teach them Tanli, unless from some underlying sinister motive; or why the robbers should be so anxious to improve the morality of the robbed." They had not in fact studied the *Tsu-erh-chi*, but had taken the irregular mode of climbing over the fence into the sheepfold without the indispensable key of the Wadean Pekingese teacher, or delaying till their intellects had become obfuscated through his inane repetitions. Far otherwise should have been the method. His method has at least the method of originality; our readers may judge of its probable efficiency. It was to erect on the southern face of the island of Hongkong, "far away from the seductions of the seaport," schools and colleges. Here the missionaries sixty years ago, setting to one side the arm of flesh, would have trained

young Chinese for evangelistic work in the interior, where they were to be launched without experience or guidance! The inevitable would have followed; the Taiping Rebellion with its horrors broken out with the difference that it would have been convincingly traced to the instigation of the English missionaries. Such, and not the conversion to Christianity of China, would have been the demonstrable effect of Mr. DAVENPORT's notable scheme.

It must not, however, be taken for granted that because "China from Within" contains many foolish passages the whole book is to be lightly thrown away as rubbish on the midden heap. For the most part, as Mr. DAVENPORT half confesses, the outrages on common sense have been dictated by the home societies, and are pretty evenly divided amongst the various bodies; but the work goes on—and why? Buddhism and Confucianism are empty titles in China. The salt has lost its savour.

Europe, seasoned by a millennium of wars, and a conflict wherein peoples of varying race had come one after another to the front, fell almost like an avalanche on China, and demanded admission; rusted by disuse, China's arms broke in her nerveless hands. Dim tradition kept alive indeed the memory of former greatness, but it was but a memory at best. Real warfare had assumed the outer aspect of mere posturing. The barbarian was to be frightened by the antics of the stage, the display of banners and the imitated howling of wild beasts. The people themselves were by no means a nation of cowards, but long disuse had had its usual effect, and the power of organisation and the instinct of national defence had been lost. It was useless to look within. Treatises on war did indeed exist, but they had been so overlaid by the corruptions of centuries and the glosses of mere scholars, that the most formidable weapons of offence consisted of larger banners with difficulty carried by the soldiers, who for defence carried nothing more formidable than great wicker shields painted in brilliant colours to overawe the enemy by the presentment of savage tigers. Tactics were on a level with weapons, and the highest aim of the general in command was an ambush, in the cutting off by treachery of a few stragglers.

The people at large felt the indignity, but to whom were they to turn? The Government, in the hands of a bigotted and impractical literati, was unable to save itself. The secret of self-control had been lost to China, but clearly survived amongst these formidable Westerners, who were clearly actuated by some common bond. Dim tradition pointed to some such period in China, and that was associated with the ascendancy of the Buddhist Church. Similarly, however, they differed amongst themselves. These Westerners had a common bond in their reverence for Christianity. In China modern Buddhism had, like her modern government, fallen into the hands of a set of lazy, degraded drones. The Christian missionary taught on the other hand the essential doctrine of the strenuous life. Emperors, literati, and priests in China had for centuries taught the tenets of quietism, and what had been the result? The conclusion was inevitable that herein lay the essential difference between China and the West. Unconsciously the missionary came to be a political factor. First from mere curiosity he was listened to; afterwards, as his ideal came to be more fully recognised, men came to him for instruction. Action inevitably leads to reaction; the craft was in danger, and all the elements of obstruction were called into being. Self-interest is ever a

more potent factor than doctrine—the humble priest, the literati, nay, the entire of the ruling hierarchy, found the foundations of their powers rudely disturbed. Their appeal, like that of the hangers-on of the temple of DIANA, was to the great unwashed. Indirectly the appeal was the strongest evidence of the national want. Such national movements cannot be repressed by force. To remove at this eleventh hour the missionary would be to take away the only influence able to control the movement. It would be as insensate as in time of plague to banish the medical man, because certain of the superstitious object to the isolation of the infected.

This is, however, Mr. DAVENPORT's great remedy. Unable to comprehend the movement in China, which characteristically he sees only from the official side, he would have the missionaries remove bag and baggage to Africa, where the people, he truly adds, desire Christianity, but in default are ready to become Mohammedan. Like many other theorists who see only one side of a thesis, Mr. DAVENPORT closes his eyes to the fact that the movement, of which the missionary propaganda is only the outward sign, is really spontaneous, or could not have attained the depth or superficial dimensions it occupies. The removal of the missionaries would in no sense diminish the force of the stream. From being an embanked and well-ordered river, the absence of control would convert it into a destructive torrent. What that means in China, let the history of the closing days of the Mings and the more recent Taiping eruption indicate.

In any case Jesus, with more knowledge of human nature than is exhibited by Mr. DAVENPORT, points out of the sins of omission of the Jews of his day, "These ought ye to have done; and not to have left the other undone." Increased exertion in Africa could in no sense be held as a compensation for faint-hearted withdrawal in China.

CHINESE CURRENCY REFORM (II).

(*Daily Press*, 3rd September.)

The movement for the reform of the Chinese currency is going on steadily, and there are not wanting signs of progress such as justify the hope that the question will not again be indefinitely shelved. The Peking correspondent of the *N.-C. Daily News*, writing on the subject on the 11th ultimo, says:—"Perhaps no Commission sent out by a foreign Government has had a more cordial reception in Peking, been more heartily supported by the Minister of its own nationality, or been given a fairer hearing than the present Commission, which exists by virtue of the invitation of the Chinese Government. The time is limited for conference, and the bad roads and persistent rains have tended to prevent the attendance of officials from distant parts of the city. It is certainly most unusual to see so many high officials attend so many meetings, and brave wind and weather almost daily, to listen to and take part in difficult financial discussions." After remarking on the difficult nature of the task to be undertaken, namely the reorganisation of the Chinese monetary system on a scientific basis, the correspondent goes on to say:—"The whole scheme is revolutionary in Chinese history, and something which has not been attempted for a millennium. That the Chinese are alive to the defects of the present system there can be no doubt. They are thoroughly dissatisfied. The system, presented by Professor JENKS has obtained the approval of the leading monetary experts of the world, and if China

adopts it she will in a few years stand abreast with all the gold countries in this regard, to the great advantage of her foreign trade and with immense benefit to her entire population." These remarks will be generally endorsed. There can now, we fancy, be only one genuine opinion on the subject. While China remains a dumping ground—practically the last of any extent—for the surplus silver of the world, she must continue to suffer all the manifold ills which arise from a depreciated, and, still worse, a fluctuating medium of exchange. The Treaty Powers, it is satisfactory to note, recognise the fact, and appear willing to assist the Chinese Government to put their house into financial order. It would indeed be shameful were it otherwise. As creditors of China they could not be so unsympathetic as to press for payment being made in gold and refuse to lend support to her efforts to place her currency on a gold basis. We trust we shall hear no more talk of silver being best adapted for the needs of China on the wholly mistaken ground that its use will enable her to augment her exports. Sir ROBERT HART must have smiled at such a contention, if he did not regard it as a plausible fallacy invented to perpetuate a system which works for the profit only of gold-using countries.

SUPREME COURT.

Monday, 29th August.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR HENRY S. BERKELEY (CHIEF JUSTICE).

AN EX PARTE SUIT.

Yu Shing sued Shan Hing Chung for the costs of an action which plaintiff had brought against defendant. Mr. H. E. Pollock (instructed by Mr. G. K. Hall Bruton, solicitor) appeared for the plaintiff. The defendant was unrepresented.

Mr. Pollock in opening the case stated that they obtained leave on 1st July to appear ex parte. A certain document was delivered over to the defendant under this order, and the only question before his Lordship was the question of costs. When the defendant had this document handed over to him he promised to pay costs, but this he delayed to do, although he was told by the plaintiff's solicitor that if he did not pay the costs there would be a formal application made in the Court.

His Lordship gave judgment for the plaintiff with costs.

CLAIM FOR LAND IN THE NEW TERRITORY.

Wong Tai San sued Leung Hang for \$10,243 in respect of the purchase of land at Samsui Po in the New Territory. Hon. Dr. Ho Kai (instructed by T. W. Tso, solicitor) appeared for the plaintiff. Defendant was not represented.

Dr. Ho Kai in his opening statement said the action was for the recovery of a sum secured by a bond given by the defendant to the plaintiff. Plaintiff was a banker at 53, Bonham Strand. Defendant was managing partner of the Yee Mow Tai firm, Mongkoktsui, timber merchants, 219, Des Voeux Road. On 11th January, 1901, plaintiff purchased from Leung Hang for \$8,417 a piece of land having an area of 32,376 square feet registered in the Land Office as Section A of Samsui Po Lot No. 12, and the indenture was made between Leung Hang and the plaintiff, whereby it was assigned to him. By this assignment defendant became bound to the plaintiff to pay the sum of \$16,835. From that date plaintiff had had use of only a very small portion of the land, amounting to 1,463 square feet, and the remaining portion, amounting to 30,912 square feet, was lying idle awaiting the decision of the Land Court. The decision of the Land Court took away the land with the exception of the 1,463 feet, and Leung Hang was deprived of the use of the said premises.

His Lordship after hearing counsel gave judgment for the plaintiff with costs.

Tuesday, 30th August.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH (PUISNE JUDGE.)

CLAIM ON PROMISSORY NOTES.

Wong San sued Sim Tim for \$500 on promissory notes. Defendant set up a special defence with a set-off of \$412 against the claimant.

The Judge after hearing the evidence gave judgment for the plaintiff with costs for \$465.

Mr. R. Harding, solicitor, appeared for the plaintiff, and Mr. Otto Kong Sing, solicitor, for the defendant.

Wednesday, 31st August.

IN BANKRUPTCY.

BEFORE HIS HONOUR SIR HENRY S. BERKELEY (CHIEF JUSTICE).

DISPUTE ABOUT A LEASE.

In the case of Li Sheang, ex parte the debtor, there was called an action as between Leung King Chuen and Luk Shan Ip and the trustee in bankruptcy of Li Sheang. Mr. M. Slade, barrister (instructed by Mr. H. K. Holmes, solicitor), appeared for Leung King Chuen and Luk Shan Ip; and Mr. H. E. Pollock, K.C. barrister (instructed by Mr. C. E. Beavis, solicitor, of Messrs. Wilkinson and Grist), for the trustee.

Mr. Slade said that the questions to be decided were—(a), whether the document registered in the Land Office by Memorial No. 27,346 on 29th March, 1900, constituted a valid lease or agreement for a lease for 30 years to the Wing Fung Tai shop at \$72.50 a month, and (b), what is the interest of Leung King Chuen and Luk Shan Ip at the present time in the house 19, Jervois Street, on Marine Lot No. 6 A. These questions had been ordered to be tried by Sir William Goodman. There was no direction

contained in the order as to who should be plaintiff and who defendant in the determination of these questions. He would ask his Lordship's ruling on the point of on whom the burden of proof rested.

Mr. Pollock contended that the other side should be plaintiffs.

Mr. Slade held that he should not be plaintiff as his clients were in possession of the lease of the property and the trustee was trying to dispossess them of it.

His Lordship remarked that if Mr. Pollock was disputing the validity of the lease he thought he should be plaintiff.

Mr. Slade in further argument said his clients were in possession and did not want to go out, as the trustee wanted them to do. They had a lease for 30 years. That was, *prima facie*, a good title. The burden of disproving its validity lay on the person who challenged it and alleged it was bad.

His Lordship after hearing further argument held that if this had been an order for ejectment, what Mr. Slade said would have been unanswerable, but in this case the Chief Justice had directed particular questions to be tried, and he must hold Mr. Slade's clients to be plaintiffs; it lay upon them to establish the validity of the lease.

Mr. Slade in opening the case said that in 1895 Li Wun, the father of Li Sheang, debtor was owner of Marine Lot 6 A, on which was situated No. 19, Jervois Street. Li Wun also had the right to use the name of Li Fuk Yuen Tong, the tong name of his family. He was also the owner of the Cheun Leung shop, 51 Jervois Street, which was managed by Li Wun's brother, Li Kung Kwei, a younger brother. In October, 1895, Li Wun leased the premises 19, Jervois Street, to the Wing Fung Tai shop for 30 years. The Wing Fung Tai was now owned by two persons only, Leung King Leung and Luk San Ip, to whom the premises were now leased. In October, 1895, the Wing Fung Tai came into possession of that lease and were so to-day under that lease. In 1900 Li Wun endeavoured to eject the Wing Fung Tai from these premises on the allegation that they were monthly tenants and had not complied with the lawful notice to quit.

The Wing Fung Tai defended the action upon the sole ground that they were in possession of the premises for an unexpired term of 30 years by a lease given in October, 1895. Before the action came on Li Wun died. Li Sheang was made plaintiff as executor. What Li Sheang's position was they did not know, but he appeared on the register as executor only. The action was tried in 1901 before Sir John Carrington and lasted some 11 days. The one question in dispute was the validity of the lease. Sir John held that the lease was a valid and subsisting lease and gave judgment for the defendants.

Mr. Pollock contended that all that Sir John Carrington did was to find that the plaintiff had not made out his case; it was quite sufficient for his Lordship to say that plaintiff had failed.

His Lordship said Sir John Carrington had held that there was no surrender of the 1895 lease and that the lease was a good one. These were the two questions put before the Court.

Mr. Pollock argued that it was not necessary for Sir John Carrington to have stated that it was not a necessary part of the judgment. It would have been quite sufficient for the Court to have said that the plaintiff had not made out his claim to be a good one. The Court was not satisfied with plaintiff's evidence that it was a monthly tenancy, but it did not follow that it was a 30 years' tenancy.

His Lordship remarked that there were only two conclusions for the learned Judge to have arrived at: either that there was a lease granted in 1895, or that there had been an agreement whereby the 30 years' lease was terminated.

Mr. Pollock said there was a third possibility: that the Judge thought plaintiff's evidence was not sufficient to establish his claim. The Judge might have said he was prepared to hold that the rent was agreed to be increased or that there was a monthly tenancy, but it did follow that he went a step further and said definitely that there was a 30 years' lease granted in 1895.

The Court adjourned.

Thursday, 1st September.

IN BANKRUPTCY.

BEFORE HIS HONOUR SIR HENRY S. BERKELEY (CHIEF JUSTICE).

DISPUTE ABOUT A LEASE.

The hearing was resumed in the case of Li Sheang, ex parte the debtor, as between Leung King Chuen and Luk Shan Ip and the trustee in bankruptcy of Li Sheang. Mr. M. W. Slade, barrister (instructed by Mr. H. K. Holmes, solicitor), appeared for Leung King Chuen and Luk Shan Ip; and Mr. H. E. Pollock, K.C. barrister (instructed by Mr. C. E. Beavis, solicitor, of Messrs. Wilkinson and Grist), for the trustee.

The questions to be decided are—(a), whether the document registered in the Land Office by Memorial No. 27,346 on 29th March, 1900, constituted a valid lease or agreement for a lease for 30 years to the Wing Fung Tai shop at \$72.50 a month, and (b), what is the interest of Leung King Chuen and Luk Shan Ip at the present time in the house 19, Jervois Street, on Marine Lot No. 6 A. These questions had been ordered to be tried by Sir William Goodman.

Mr. Slade in closing pointed out that the previous judgment of Sir John Carrington had been acquiesced in for several years, and as his clients, during the interval, had regularly paid their rent the validity of the lease could not be questioned.

His Lordship reserved judgment.

THE PO FUNG BANK.

A final disposal was made of the Po Fung Bank bankruptcy.

Mr. G. K. Hall Bruton, solicitor, appeared on behalf of the debtors and the Official Receiver, and asked his Lordship to approve of the scheme of composition proposed and to annul the order of adjudication.

Mr. E. A. Bonner, of Messrs. Dennys and Bowley, solicitors, and Mr. P. W. Goldring, solicitor, of Mr. John Hastings's office, represented certain creditors.

His Lordship having had the documents and affidavits submitted to him approved of the scheme and annulled the order of adjudication on the estate.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH
(PUISNE JUDGE.)

A DISPUTED CONTRACT.

Chun Foo Chu, a Hakka, brought an action for \$228.22, for work done and materials supplied, against Chan Yee Sen, another contractor. Mr. E. J. Grist, of Messrs. Wilkinson and Grist, solicitors, appeared for the plaintiff, and Mr. R. Harding, of Messrs. Ewens and Harston, solicitors, was for the defence.

Mr. Grist stated, in opening the case, that a contract was fixed for the plaintiff to put turfing at Mountain Lodge and Victoria Hospital, the Peak. There was a considerable amount of rain during the turfing operations. In the contract it was not specified that plaintiff was to prepare the place for the turfing, but only the turfing. Parts of the land were swilled away by the rain, and defendant requested plaintiff to make these good. The question was one of quantities and of the extra work done.

The defence set up was that there was incorrect measurement on the part of the plaintiff, and that defendant had already paid over more than the stipulated price.

The case was adjourned till to-day (Friday.)

A FIRM'S CLAIM.

Hip Yuen Shing, 11, King Sing Street, painters, sued the Cheung Lung firm of contractors, 14, Stanley Street, for \$598, being balance due for materials supplied and delivered. Mr. E. J. Grist, solicitor, appeared for plaintiff, and Mr. F. X. d'Almada e Castro, solicitor, for the defendants.

Plaintiff when called said he entered into a contract with defendant firm to do certain lime-washing and painting for the sum of \$950. At present there was a balance due of \$598.

Cross-examined—His work was not entirely rejected by Mr. Thomas, the architect, as being badly done. It was true that the stairs were repainted by another firm, but that was because he threw up the contract.

The Chinese book-keeper who had been appointed to go through the defendant firm's books produced these and said he had found there was due to the plaintiff a sum of \$447.

Cross-examined—The four defendants who formed the firm were present, and agreed that this sum was due.

At this stage Mr. d'Almada e Castro intimated that he must withdraw from the case in view of the evidence just given.

Three of the defendants, Yam Yuk, Chung Pui, and Sui Cheong, admitted the truth of this statement of the book-keeper, but the fourth, Yu Chan, an old man, strenuously denied the allegation, and said his name had been affixed to the contract not by him but by some other body.

Yu Chan refused to ask any of his partners distinct questions regarding the contract, and indeed denied that one of the witnesses was a partner at all.

His Lordship remarked that it was very difficult to have any patience with a man like that. He gave judgment for \$447 and costs.

Yu Chan protested volubly against the judgment and had to be put out of the Court.

Friday, 2nd September.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH
(PUISNE JUDGE.)

A DISPUTED CONTRACT.

There was again called the case in which Chun Foo Chu, a Hakka, brought an action for \$228.22, for work done and materials supplied (in connection with the turfing of ground at Mountain Lodge and Victoria Hospital) against Chan Yee Sen, another contractor. Mr. E. J. Grist, of Messrs. Wilkinson and Grist, solicitors, appeared for the plaintiff, and Mr. R. Harding, of Messrs. Ewens and Harston, solicitors, was for the defence.

A further adjournment was made till to-day (Saturday).

HONGKONG WHARF AND GODOWN CO., LTD.

EXTRAORDINARY MEETING.

An extraordinary general meeting of the above Company was held on the 31st ult. at the offices of Messrs. Jardine, Matheson and Co. Hon. W. J. Gresson (chairman) presided, and there were also present Hon. Sir Paul Chater, Messrs. A. Haupt, N. A. Siebe, E. S. Whealler, A. J. Raymond, E. Shellim, A. G. Wood, E. Goetz, E. A. Hewett, C. H. Thompson, H. Schubart (directors), F. R. Smith, L. S. Lewis, H. C. Wilcox, R. C. Wilcox, Hon. Gershom Stewart, T. F. Hough, Ho Fook, and E. Osborne (Secretary).

The SECRETARY having read the notice convening the meeting.

The CHAIRMAN said—Gentlemen,—This meeting has been called for the purpose of obtaining your consent to an increase of capital, a step which has become necessary in view of our debenture issue falling due for re-payment on 30th September, and to provide funds for further extensions. The financial position of the Company is broadly as follows:—Our real estate property comprising land and buildings costing \$2,790,367 was, according to a valuation made by the Company's architects two years ago, worth \$4,135,238, and probably if re-valued to-day would reach a considerably higher figure. We also possess in wharves, railways, launches, lighters and machinery additional assets to the extent of quite \$600,000—making a total of \$4,735,238, and I have little doubt that had we to purchase these properties to-day we should find the cost would not be less than \$5,000,000, which figure, I think, may be taken to represent their minimum value. Our indebtedness is a little under \$1,300,000, so that in round figures the net assets are \$3,700,000. Our proposal is to issue new capital at \$30 premium, or \$80 per share, to the extent of \$800,000, and we purpose making this issue on 31st December next. You may possibly ask how it is the Board have decided upon this re-arrangement of the Company's finances rather than issue new debentures. Our reasons are that we could not renew the debentures at 5½ per cent. and possibly not even at 6 per cent., and as the difference between 10 per cent. on \$500,000 and 6 per cent. on \$800,000 is only \$2,000, we consider the saving insufficient to justify locking up the property by a mortgage deed, especially so in view of the important changes that must take place at Kowloon should the railway, as seems hopeful, become an accomplished fact. I beg to propose the following resolutions:—

1. That the Capital of the Company be increased from \$1,500,000 to \$2,000,000 by the creation of 10,000 new shares of \$50 each.

2. That such new shares be issued at a premium of \$30 per share and be offered to those persons who are registered as shareholders of the Company on 1st October, 1904, in the proportion of one new share for every complete three shares held by them on 1st October 1904.

3. That the amount due for the new shares be called up on 31st December, 1904.

Mr. T. F. HOUGH seconded, and the motion was carried unanimously.

The CHAIRMAN—Thank you for your attendance, gentlemen. There will be a confirmatory meeting held to confirm these resolutions.

DOUGLAS S.S. CO. CELEBRATIONS.

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"HAILOONG" COMPLETES HER 500TH TRIP.

There were jubilations on board the Douglas s.s. Hailoong on the 31st ult., when the ship was decorated with bunting, and Capt. Charles Andrew Mutton was at home to his friends. Capt. Mutton, by the way, is to be congratulated on his promotion from first officer of the s.s. Haimun, in which capacity he acted during the Times' charter, to captain of the Hailoong. Mr. Chapman, the chief officer, was responsible for the putting up of the decorations. Flags following the figures "500" denoted "trips," so that the shipping people in the harbour, putting two and two together, would be able to tell the reason of dressing ship. The Hailoong has cleared and entered from the port of Hongkong no less than 500 times—the characters "500" were hung in greenery from the jumper stay. Her certificate of registry, a discoloured, mouldy, time-worn document, is

quite a curiosity. The endorsement list of the various skippers who have commanded the vessel during her prosperous career is headed by Capt. Frederick Day Goddard, the popular surveyor here. It is as follows:—

Frederick Day Goddard—1889.
William Jackson Davis—1890.
Joseph Strickley Roach—1890.
Harry Bathurst—1891.
Joseph Strickley Roach—1891.
Harry Bathurst—1892.
Thomas Philip Hall—1892.
Joseph Strickley Roach—1892.
Alfred Edward Wyburn Hodgins—1894.
Joseph Strickley Roach—1894.
Alfred Edward Wyburn Hodgins—1895.
William Jackson Davies—1895.
Alfred Edward Wyburn Hodgins—1897.
Anthony Milroy—1897.
William Jackson Davies—1897.
Anthony Milroy—1897.
Thomas Philip Hall—1897.
Alfred John Robson—1897, 1898.
Samuel Gibson—1900.
Harry Bathurst—1900.
Samuel Gibson—1902.
James William Evans—1903.
Samuel Gibson—1903.
Edson Stewart Crowe—1904.
Charles Andrew Mutton—

The Hailoong was built by Messrs. Ramage and Ferguson, of Leith, in 1888. She is a steamer of 783 tons net register; 1,252 gross register. She has, since her construction, been employed on the China coast passenger and freight trade, and the Formosa tea trade.

HONGKONG HOTEL CO., LTD.

The ordinary half-yearly meeting of shareholders in the Hongkong Hotel Co., Ltd., was held on the 27th ult. in the Hotel. Mr. E. Osborne (Chairman) presided, and there were also present Mr. R. Chatterton Wilcox (director), G. Murray Bain, G. T. Veitch, H. C. Wilcox, Ho Fook, Ho Kom Tong, Lo Cheung Shiu, Chan Chau Nam, Ho U Shang, and C. Mooney (secretary).

The SECRETARY having read the notice calling the meeting.

The CHAIRMAN said—Gentlemen,—The accounts for the past half year, as you will have seen from the report, reveal a considerable diminution in the profits, no less a sum indeed than \$36,938, the whole of which is due to the falling off in one item of revenue, viz., that derived from transient visitors, which in other words means that fewer of the travelling public have made use of the hotel. To some extent this is due to the number of small hotels and boarding houses that have sprung into existence during the past few years, but in the main it is undoubtedly traceable to the cessation of tourist traffic in consequence of the war, and to the American mail boats calling at Manila. Other sources of revenue have maintained their normal level, and in some instances even show an increase, despite the changing circumstances, so that although we have passed through a comparatively bad half year, we have no reason to anticipate that with a resumption of tourist traffic we shall not revert to our former measure of prosperity. Before proposing the adoption of the report and accounts I shall be pleased to answer any question that may be put.

There were no questions.

The CHAIRMAN accordingly moved formally the adoption of the report and accounts.

Mr. MURRAY BAIN seconded, and the motion was carried unanimously.

Mr. HO FOOK proposed the re-election of Mr. W. H. Potts as a director.

Mr. G. T. VEITCH seconded, and the motion was agreed to.

Mr. LO CHEUNG SHIU moved that Messrs. H. U. Jeffries and A. R. Lowe be re-elected auditors.

Mr. H. C. WILCOX seconded, and the motion was agreed to.

This was all the business.

Dividend warrants will be ready this (Monday) morning.

The leading foreign employees of the Chinese Imperial Railway Service have now received the China medal and clasp for 1900.

HONGKONG COTTON SPINNING, WEAVING, AND DYEING CO., LTD.

The report and accounts for presentation to shareholders at the seventh ordinary meeting to be held at the offices of the general managers on Saturday, 10th September, 1904, at 12 p.m., reads as follows:—

The general managers beg to submit a statement of accounts covering the period from 1st August, 1903, to 31st July, 1904.

The balance at credit of profit and loss account is \$85,362.83, which it is proposed to appropriate as follows:—

To pay a dividend of 5 per cent.	
for the year	\$62,500.00
To carry forward to credit of next year's account	22,862.83
	\$85,362.83

CONSULTING COMMITTEE.

Sir C. P. Chater, C.M.G., and Mr. A. G. Wood retire, but being eligible offer themselves for re-election.

AUDITOR.

In the absence of Mr. W. Hutton Potts the accounts have been audited by Mr. Frank Maitland, who offers himself for re-election.

JARDINE, MATHESON & CO.,
General Managers.

The accounts are as follows:—

BALANCE-SHEET.

31st July, 1904.

LIABILITIES.	\$ c.
Capital account	1,250,000.00
Sundry creditors	524,035.78
Unclaimed dividends	3,929.40
Profit and loss account	85,362.83
	\$1,863,380.01

ASSETS.	\$ c.
Property—comprising land, buildings and machinery	1,326,155.85
Furniture	2,857.00
Sundry debtors	13,693.27
Cash	2,526.82
Cotton, value of stock	56,127.57
Yarn, value of stock	415,447.00
Waste, value of stock	600.00
Mill stores, value of stock	41,074.44
Coal, value of stock	3,000.00
Fire insurance and taxes pertaining to period after 31st July, 1904	1,893.06
	\$1,863,328.01

PROFIT AND LOSS ACCOUNT.

Dr.	\$ c.
To remuneration to General Managers, 10 per cent. on balance of working account	8,608.25
To remuneration to consulting committee	3,000.00
To auditor's fees	250.00
	11,858.25
To balance	85,362.83
	\$97,221.08

Cr.	\$ c.
By balance from last year	11,121.55
By gain on working	86,082.53
By transfer fees	17.00
	897,221.08

FRONTIER NOTES.

[FROM A CORRESPONDENT].

1st September.

THE TYPHOON.

The typhoon of last week was felt pretty severely all over San On. Scarce a village but had its quota of collapsed houses. Many houses are built of sun-dried bricks, and these became like a huge sponge with the wind-driven rain, and fell like a bank of mud. No lives were lost as far as is known. A good few pigs and poultry were killed, their dead bodies being seen in numbers in the swollen streams. Patches of sugar cane in exposed places suffered severely, and many paddy fields were washed full of sand from the overflowing streams. A few bridges came to grief. Altogether, the value of house property destroyed must be considerable, more so if the poor condition of the people be taken into consideration.

SPORT.

The typhoon filled up the fields so with water that few snipe were seen for some days. They have now returned to their usual haunts and in airy large numbers. During the typhoon

many partridges were driven for shelter into the thickets around the villages. The Chinese captured many, and they were sold in numbers in Sham Chun Market.

JUNK ROBBERY.

An audacious robbery occurred in Deep Bay on the 30th ult. The "San Hop Ying" junk, laden with a cargo of pigs from Sham Chun to Taiping, was boarded by 20 armed men from an oyster boat in the early morning. They stole a number of pigs and moneyed letters, etc., valued it is said between one and two thousand dollars. The robbers forced the master and crew into the hold while they searched the junk. They went away with their booty towards Chinese territory.

The amount of junk trade in Deep Bay warrants the continual presence of a Police pinnace to patrol the Bay and Sham Chun River.

PAKHOI.

[FROM OUR CORRESPONDENT]

28th August.

AN ACCIDENT.

The steamer *Hue* was due here on the 25th instant, from Haiphong, but she did not put in an appearance until the afternoon of the 26th. The cause of the delay was that her engines had gone out of order, and it was with difficulty that she managed to reach this port. After arrival the engineers lost no time in beginning the necessary repairs to enable the vessel to proceed on her voyage. Captain Godinau was confident that the repairs could be carried out in a few hours, and he proposed to start for Hoihow, Kwongchow Bay and Hongkong the same evening. The repairers having failed to oblige him, he decided to go back to Haiphong instead, as being the nearest port where any material repairs could be made. The *Hue* is the subsidized French mail boat owned by Mr. A. R. Marty.

TIGER HUNTING.

I have heard nothing further regarding this dangerous sport. The young gentleman who was wounded by a tiger in a recent expedition is now so far recovered that he is able to attend office. In this connection I learn that about two weeks ago some villagers had succeeded in killing two young tigers and brought them out for disposal. The animals had evidently been snared and then killed with spears and clubs, but how the natives succeeded in capturing these cubs without meeting the wrath of the parent beasts seems astonishing. It is evident, however, that the existence of numerous tigers prowling about the villages is not a myth, as some would have it believed.

THE WEATHER.

The weather is purely tropical, with temperature at 91 or 92 degrees Fahr. during the greater part of the day, but the mornings and evenings are cool enough to compensate for the oppressive days. The health of the port continues good so far.

THE TYPHOON.

(27th August.)

The typhoon which was first reported south-east of the Colony recurred on Thursday morning to the northward, and at mid-day was about 140 miles south-west of Hongkong. During the night it passed to the north-east of the Colony and at mid-day yesterday it was reported from the Observatory that the typhoon was doubtless filling up and was moving inland rather slowly, to the north-east. Sea-faring men thought it probable that the typhoon would strike the coast in the neighbourhood of Swatow.

Throughout Thursday night a S.E. ly gale with violent squalls was experienced in Hongkong, and rain continued to fall until nearly six o'clock yesterday morning. The barometer then commenced to rise and the sky and mist to clear, permitting for the first time in twenty-four hours a full view of the harbour. Shortly before six o'clock the typhoon signals at the usual stations were lowered. Then three or four large launches were observed to venture from their shelter and round Blackhead's

Point. The wind was still blowing half a gale and a high sea was running in the harbour. From the shore the launches as they approached the centre of the harbour appeared to be tossed about like corks. The "Star" Ferry launches shortly afterwards resumed their service which had been interrupted since one o'clock the previous day. Early passengers had an unusually exciting passage. At eight o'clock the paddle-steamer *Hankow* left her berth on the trip to Canton. By this time many of the steamers which had ridden out the storm in the harbour were getting up full steam preparatory to making a move. From the Hill thirty-six large merchant steamers could be counted, but many others, we believe, were sheltered from view as well as from the weather in the neighbouring bays. One of the Messageries Maritime steamers was to be seen moored in the stream half way out to Lyeemoon Pass, and from the Kowloon side the other could be distinguished moored in the vicinity of Green Island. The homeward mail steamer which ventured out through the Lyeemoon Pass on Tuesday night found it too rough to proceed and she passed round the island entering the harbour again by the Capsimoon Pass. The sea had calmed down by yesterday afternoon, and most of the steamers returned to their usual berths to resume the loading or discharge of cargo.

THE DAMAGE AFLOAT.

Thanks to the timely warning given by the Observatory, the sampan folk in the harbour were able to take an early flight to shelter, and so suffered less damage probably than in any previous gale of similar severity; but at the mouth of the Canton River, where the force of the typhoon was much greater than within the harbour of Hongkong, a good number of Chinese craft were lost.

The Tacoma liner *Shawmut*, which dragged her moorings and drifted ashore on Thursday in the vicinity of the Kowloon Dock, was successfully released yesterday and anchored well out in the stream. The United States survey ship *Pathfinder* also went ashore near the Dock on Thursday, but was towed off successfully yesterday. It is believed that neither vessel has sustained any serious damage.

THE DAMAGE ASHORE.

The collapse of houses in Ming On Lane and Bridges Street, reported in our yesterday's issue, may be regarded as the most serious damage done to house property in the Colony, but the ill-wind has blown a deal of good to builders and carpenters, who will have enough repairs—of a minor character, perhaps, for the most part—to keep them well employed for some weeks to come. The verandah of No. 179, Queen's Road, East, collapsed during the gale, and in falling broke an electric light cable and standard.

The most noticeable effects of the storm on the Peak are the replenishing of the reservoirs, which were filled to overflowing. Very little damage of an important character is reported. Near Stewart Terrace the retaining wall of a croquet lawn has collapsed. Lower down the hill, in the Peak Road, a wall enclosing a tennis lawn has fallen, for the second time.

At No. 13 MacDonnell Road, the residence of Mrs. Henderson, a tower was blown down, the debris crashing through the roof and practically wrecking two bedrooms.

A piece of rock measuring about 20 feet long by six or seven feet, was dislodged in Morrison Hill Road, and brought down the walls of some kitchens at the rear of No. 32, which were fortunately unoccupied at the time, the house having recently been vacated. Mr. Marti, who had an adjoining house, had watched with some anxiety the washing away of the soil in which this rock was embedded, and kept an eye on it the whole of Thursday night. It fell about 6 o'clock yesterday morning, and its fall was followed by a sad incident. Mr. Marti, who is a comparatively young man, hastened from his own house to see what damage had been caused, but had not gone many steps before he had a paralytic seizure and fell to the ground, dislocating his jaw and sustaining minor injuries. Hearing groans, Mr. J. D. H. S. Remedios, living at No. 10, looked about and saw Mr. Marti lying on the ground. He took him at once to his house and sent for medical aid. Mr. Marti was conscious, but unable to speak. Dr. Müller attended him and set the jaw in position.

Another large boulder in the same locality looks dangerous, and should be removed without delay, as further disaster is feared from it.

The scavengers were early at work on the Hill roads, and by eight o'clock numerous heaps of greenery torn from the trees and ferns by the violence of the wind were to be seen ready for removal. Several trees were uprooted in the Eastern district.

The kitchen of 39, Gage Street, collapsed during the typhoon, and caused great alarm among the inhabitants. Luckily they were all able to make their escape before the disaster, and no one was injured. In Bonham Road a house in course of erection near Breezy Point has suffered considerably, as it did in the previous gale, the position being a very breezy one indeed.

A large number of houses in Kowloon, Hung-hom, and Yaumati had a severe shaking, and will probably fall in yet. Several minor collapses are reported from there.

The race-course was so badly flooded by the rains that the gymkhana proposed for to-day has had to be postponed.

The most agreeable feature of the typhoon was undoubtedly the drop in the temperature from 85 degrees in the beginning of the week to 75 degrees yesterday.

The barometer, which was down to 29.15 at 8 p.m. on Thursday, had risen by 10 a.m. yesterday to 29.49.

The report from the Observatory gives the rainfall to 10 a.m. yesterday as 4.85 inches.

29th August.

FATALITY AT MACAO.

A private letter from Macao, received yesterday, states that the Portuguese port suffered seriously during the typhoon. Numerous houses were wrecked, mostly Chinese; but in one case a collapse caused the death of Mr. C. Castro, formerly employed in the Customs.

THE "CHUSAN."

The P. & O. *Chusan* entered Hongkong Harbour at daylight on Saturday. She had the English mail on board, 48 hours overdue. She left Singapore on the afternoon of the 20th inst., experiencing sunny weather till leaving the Paracels astern. A fresh breeze then sprung up from the S.W.; the sky assumed an ominous inky appearance. A little later—at noon on Tuesday—the barometer indicated stormy weather: the wind increased, and fierce squalls, accompanied by blinding rain, were frequent. Wednesday morning showed the ship, by dead reckoning, some 100 miles S.W. of Gap Rock. A racing screw made it necessary to reduce the number of revolutions, so very little headway was made. On Thursday afternoon the wind jumped to the S.E.—continuing to blow strongly as before. Soundings were taken with a Lord Kelvin machine at short intervals. The weather showed signs of improvement about midnight, the typhoon's centre having passed to the west. The wind, nevertheless, continued strong during the next day. Deck fittings were damaged by the seas sweeping the decks; skylights were broken; steampipe casing was washed away; a lifeboat was carried overboard out of its davits; and the saloon, main deck, and captain's cabin were washed out. The lowest reading of the glass was 29.25 inches.

THE "TYDEUS."

The s.s. *Tydeus*, from Singapore on Saturday, reports that she had to considerably deviate from her course to avoid the typhoon's centre. On the 23rd inst., in Lat. 18.52 N., Lon. 111.50 E., she passed that round-topped buoy sighted by so many vessels.

THE "SHAWMUT."

The *Shawmut* is said to be leaking slightly. She is at present waiting her turn to go into No. 1 dock at Kowloon. She floated off from the reef on Friday, at the wind-shift. The anchor commenced to drag Wednesday night, when rocket distress-signals were fired.

THE "PATHFINDER."

The U.S. Coast Survey s.s. *Pathfinder* seems none the worse for her mishap. The accident is described as follows by a member of the crew:—

On Thursday morning we were lying off Kowloon Dock, lines out, anchor down. The Dock Co. thought we would be better in Typhoon Bay; they sent the *Robert Cooke* and

another tug to tow us there. After trying in vain to heave in the anchor we slipped it. It then came on to blow; there was also a bit of a swell on. The *Robert Cooke* fouled her propellers. The other tug sheered off. The *Pathfinder* and *Robert Cooke* drifted into the fleet of junks. Chinese boat people burnt joss paper in the wind to ward us off, but we went right in amongst them, taking the masts out of four. The *Pathfinder*, herself, settled down, broadside to the wind, on soft sand. Thus we lay all night, sea washing among the junks, one of which was right under our counter. The *Robert Cooke* was ashore hard by. At about three o'clock on Friday morning the wind shifted and we floated off.

AMONG THE HONGKONG BEACHCOMBERS.

A "HUMAN DOCUMENT" REVIEWED.

A week or two ago, coming in contact with a man who professed to be so "down on his luck" that he had plumbed the depths of beachcomber life in Hongkong, we commissioned him to retail for the benefit of the public his experiences. With the intelligence our subject showed, we had hoped for at least a cameo from the lower-world of the colony, but instead, we have got nearly a dozen foolscap pages of the familiar whine of the mendacious and mendacious visitor so familiar to the doorsteps and entresols of Hongkong. The very word "beachcomber" suggests romance. Perhaps because there is no coral beach, or silver sand, or palmshaded shore here, we have no romantic beachcombers. So far as we learn from the "human document" now in our possession, we have only—loafing tramps; and even those without the charming insouciance and fascination of the genus that foots the King's Highways at Home. Our own all-rights-reserved beachcomber cannot conceal a feeling of bitterness he entertains to those more favoured by fortune—a resentment we are quite convinced he had no occasion to feel. He came to Hongkong, he says, "on speck" (*sic*), having read glowing accounts in Home papers of our splendid facilities for "pushing, commercial and industrial people." He has not recognised the shortage of "pushfulness" that we noticed, so he decides there are no facilities. He admits that he "got a billet," but later "not being a tradesman, I was literally given the sack so as to admit of a more productive article being employed." Charming naivete! The spectacle of Chinese well-to-do while he—"a European"—was otherwise seems to have convinced him that things were awry in the state of Hongkong. Still, to point a moral and adorn a tale, he mentions a man lying prone faint with starvation, who was passed by a European with the remark "Oh! a beachcomber, drunk," whereas a Chinaman, like a good Samaritan, took him up and gave him a good square meal at a restaurant. The European, he says, had been without food for five days! His appetite must therefore have been noted at "Wo Ying's in Wellington Street," where he is said to have broken fast. Our informant, after two months fruitless search for work, had himself "reached the lowest strata of European life in the East," and he enlarges pathetically on his "gaunt, hungry look," his "drooping head," and his "faltering steps." He will not, even in this stage, tolerate charity. A square meal first, by all means, but after that, a helping hand towards employment that will let him repay his indebtedness. Otherwise, you would make him a pauper, and destroy his self-respect. "Such," he says, "are the trend of my thoughts as I sit here in a quiet corner having just partaken of the first meal in 5 days, the price of which I am now earning by setting forth my recent and present experiences in this colony of Hongkong." Five days before he had helped down a pound of dry bread with questionable-looking water! He slept under a tree somewhere, and had a douche under the first tap he saw. A fellow in misfortune (he had gone only four days without food) confided that he would cut his throat rather than beg. Strange beachcombers, these! Another was more like the type we know. He is described as a gray-haired one, who "knows who are bene-

volently inclined and those who are stony-hearted." "He took me to a place where I found at least 20 men lying about in various attitudes. Some were indulging in Rum, some in vile whisky." Our copyright beachcomber has, you will observe, very correct views on these Pernicious Drinks. The "20" instructed him as to their mode of life. One had followed it for four years, and was "Boss of the show." They clubbed together to make sure that each member was clad appropriately for the paying role of genteel poverty. "Only a very few are illiterate. Two of them are B.A.'s and one an M.A." We pressed our informant on this point, suggesting that vraisemblance would have been secured by reducing the number; but he stuck to his guns, and his three graduates. The day's proceeds of the gang are equally divided. Any members successful in regaining respectability and employment pays a percentage on the first three months' earnings. It is always paid. The taking of the band that day were \$102. "I was told that a well-to-do merchant in Hongkong never fails to pay the band \$25 a month, and that he has done this for at least ten years." Our beachcomber virtuously declined to have anything to do with such underhand proceedings, and although ravenously hungry, refused to partake of the food offered. Proceeding to relate other matters, he makes a remark that will strike our readers as profoundly incisive. It is that life is stranger—"much more stranger," he puts it—than fiction. There may be exceptions, of course. Some fictions are stranger than others, and truth would appear to be a stranger to—but we are not yet done with him. We come now to beachcomber politics. They complain that work should be given "to Chinese at a wage which would keep a European from the streets and who would perform the labour much more satisfactorily than our yellow-skinned brother." The European capitalist employs say 5 Chinamen at a wage averaging \$12 a month each where one European could do the work just as expeditiously and live on the \$60. Thus in due course Hongkong would become in reality a British colony with a European community somewhat like that of Canada, Australia, and New Zealand." We offer this suggestion for what it is worth, to His Excellency the Governor. It is just possible he hasn't thought of such a simple solution. Just to make sure that his memory had not misled him, our beachcomber returned to the Deo, and after "the vile liquor" had loosened their tongues, he learned more of their money-making tricks. One was a confidence trick for borrowing money, so stale that we need not repeat it. Nor, for the sake of our entente cordiale, dare we quote our acquaintance's comments on the "hoboes from Manila," of whom he claims to have met many. It is pleasant to learn that "those just out from Britain has a sturdy independent character," and starve a fortnight before they will stoop to beg, being, we are assured, "too honest to beg and too jealous of the Empire's name and prestige." In deference to our beachcomber's wishes, who feared he would be mobbed for exposing the "secrets of the gang," we have deferred publication of his memoirs. He is now away from the colony, but should these lines catch his lustrous eye, we would soothe his self-respect by adding that, although his contribution is not quite what we wanted, we do not count the amount advanced for it as altogether wasted.

[N.B.—No more wanted at present, though.]

The question of the closing of the Poyang Lake to foreign gunboats is still interesting people at Kiukiang. The reason alleged by the Commandant of the Hukou forts in his request that H.M.S. *Snipe* should not enter it for firing practice was the presence of rebels and such unruly persons, who might be incited to overt acts by the sight of a foreign vessel. The German gunboat *Vaterland* overrode the same objection by pleading the Admiral's orders, and has just returned from firing practice in the lake, which has not apparently produced any ill results. To the foreign "man in the street" the presence of rebels would seem a very good reason for taking the opportunity to impress the power of Western nations on the Celestial mind.—*N.C. Daily News*.

THE NAVAL INQUIRY RE "HIPSANG."

The finding of the Naval Court at Shanghai, touching the loss of the s.s. *Hipsang*, is as follows:—

That the steamship *Hipsang* was sunk by being shelled and torpedoed by a Russian torpedo-boat destroyer, number 7, name unknown, on July 16th, 1904. Position approximately Lat. 38.55.30 N. Long. 120.57.30. E.

That the master was a fully experienced officer, and having been in command during the Franco-Chinese war, and the Chino-Japanese war, and also during the present war, he was fully cognisant of the ordinary established usages of war as regards belligerent and neutral vessels. That there was no contraband on board the *Hipsang*, and the only passenger was one Russian merchant besides twenty-two Chinese; there was no Japanese on board.

That the master appears to have navigated his vessel in a seamanlike and proper manner, and to have acted in a correct manner when challenged by the Russian destroyer, in so much that he stopped, went full speed astern, and when the way was off the ship, again stopped the engines; and further, when he was challenged he at once made known his nationality. When the casualty was inevitable the master appears to have done all in his power to save life.

That the officers and crew appeared to have carried out their duties to the last moment and to have used their utmost endeavours to save the lives of the passengers, the loss of life being reduced to one passenger.

That the vessel appears to have been sufficiently manned and seaworthy at the time of the loss.

That the Court desires especially to direct the attention of the Board of Trade and the Foreign Office to the fact that the steamship *Hipsang* was proceeding with due caution between Newchwang and Chefoo on a correct course, and that without any just cause or reason, was sunk without any warning by being torpedoed, and that the loss of life was due to shell fire, prior to the act of torpedoing the vessel, and that these acts were done by a Russian torpedo-boat destroyer, name unknown, but numbered 7.

That the Court, in pursuance of the powers vested in it by section 483 of 57 and 58 Vict. chap. 60, orders that the sum of £8.10, being the costs of the proceedings before the said Court, be paid by Messrs. Jardine, Matheson and Co., at whose request the Naval Court was summoned, and they are hereby ordered to pay the said amount accordingly.

Given at Shanghai this 23rd day of August, 1904.

The judgment we have taken from the *Shanghai Mercury*. Here are some salient features of Captain R. C. D. Bradley's evidence, as reported by the *N.-C. Daily News*.

The s.s. *Hipsang* having hove her anchors up and managed to turn head down stream under steam, proceeded from the anchorage at Newchwang down river towards the Newchwang Bar under the charge of pilot Lawrence. The passage down the river and across the bar was managed without stoppages, and the pilot was disembarked outside of the Newchwang Bar at about 4.45 p.m. I (the Captain) then took some azimuths by the sun to check the errors on the courses that would take the ship down the coast during the night, and then the ship going full speed ahead, at about 5.10 p.m., I set the course S. W. $\frac{1}{4}$ S. by the standard compass, which would be S. 33 deg. W. true. At about 11.15 p.m. Reef Point was abeam, either 2 $\frac{1}{2}$ or 3 $\frac{1}{2}$ miles off (I do not remember which), and as the ship—owing to a strong ebb tide—had come down the coast at a much greater rate over the ground than I had estimated that she would travel, I then rang "half-speed" on the engine-room telegraph, and altered the course to S. by W. $\frac{1}{4}$ S. nothing S., which would be S. 17 deg. W. true, and would be I expected a true course of S. 18 deg. W. The reason why I reduced speed to "half speed" when off Reef Point was because, having received notices from the Chinese Imperial Maritime Customs that floating mines had been seen on the open sea, and that some had been seen in the neighbourhood of Iron Island, I wanted to have good daylight when getting down to Iron Island so that I could see

objects floating on the water, and, if mines, avoid striking them. Thought of danger from either Russian or Japanese men-of-war fire never at any time occurred to me.

At 4.15 a.m. on the 16th July Iron Island was abeam bearing East by the standard compass, and distant 1 $\frac{1}{2}$ miles. I then altered the course to S. by E., and went down off the bridge. The weather being beautifully clear for miles all round the ship and the land boldly distinct, only Iron Island had a small cloud resting on its summit, and a long way ahead there was an appearance as though a fog bank was making up from the southward. At about 4.20 a.m.—I at that time being in my room and going to fill my pipe—I heard the sound of a shot fired from somewhere to the westward of the ship. I at once put my pipe down and ran out of my room to the bridge ladder, meeting the second officer half-way down the ladder, and who said words to this effect, "A torpedo-boat has fired a shot across the bow, sir." I answered with words to this effect, "All right, sir, hoist the ensign up," and running up on the bridge and across to the telegraph stand, I rang "stop" on the engine-room telegraph. I had no sooner done so, than another shot was fired from a torpedo-boat destroyer that was on our starboard side abaft the beam. I at once rang "full speed astern" on the engine-room telegraph. Then another was fired from the torpedo-boat destroyer, and then another and another—the intervals between the shots not being a long one—and as one shot passed close behind me on the bridge, hitting something which I believe was the chart-table, I then realised that the torpedo-boat-destroyer was firing at the ship, so I called out to the chief officer whose voice I heard on the lower bridge: "Mr. Smith, get the boats out," or words to that effect, and also called out to a lot of the Chinese who were crowding into the small working-boat that was always carried hanging in the davits, to get out of the boat so that she could be lowered down into the water. Meanwhile the torpedo-boat destroyer was firing at the ship—but how many shots I cannot say, as I did not count them—and she then fired what I believe was a torpedo—anyhow the ship was struck in the stern by either a shell or a torpedo, and there was a vibration felt, and she began to sink by the stern. Before the ship was struck by this shell or torpedo, the English ensign was up and flying from the flagstaff aft, and I had recognised the Russian ensign on the torpedo-boat-destroyer. When the way was nearly off the ship, I rang "stop" on the engine-room telegraph; and then recognising that the ship was doomed, the idea of life-belts for the Chinese came into my mind, so I ran down into the saloon to one of the cabins where they had been kept, but found that others had been before me. Still seeing two, I snatched these up, and noticing a big carving-knife as I passed the pantry door, I picked it up to cut away the lashings of some of the boats. Running out of the saloon, I threw the life-belts at some of the Chinese, and then clambered up on the boat-skids and started in cutting adrift the starboard forward life-boat, so that she could float off when the ship sank. I then cut through three of the gripe lashings of the next boat aft, but could not cut through the fourth lashing because of a wire-seizing. Finding that I could not cut it through, I threw away the knife and jumped down on deck, and then noticing that the torpedo-boat destroyer had come alongside the ship on the starboard side by the fore rigging, and that the people were getting over the rail and on board of her, I began hurrying the Chinese along the deck towards the fore part. Most of them being on board the destroyer, the officers and engineers began calling out to me to come on board the destroyer; so having hoisted a young Chinese woman over the rail who had caused me some delay, and got her caught hold of by some of the people on the torpedo-boat destroyer, I got down a rope on to the bridge of the destroyer, where the captain was. The Russian captain then asked me if I had got the ship's papers. To which I answered words to this effect, "By Jove! no; clean forgot all about them; but I'll jolly soon get them." And I started back to get them. The chief officer wanted to go, saying "Captain, let me go"; but I would not let him; so getting up the side again, I ran along the main deck and into hot and dusty walk, but we were not

the chart-room; collared hold of the dispatch box, to get it and myself back on board the torpedo-boat destroyer. The Russian captain then gave some orders in Russian, the rope was cast off, and the destroyer backed away from the *Hipsang*, which was raising her bow out of water. Then the *Hipsang* raised her bow right out of the water to near the No. 2 hold, and the funnel was engulfed; and she then slid down stern first and disappeared beneath the water, leaving some wreckage and the starboard life-boat I think floating bottom up about to above the spot where she had disappeared. As some of us on the destroyer then noticed a Chinaman on a piece of wreckage, and what looked like another one on another piece, I asked the captain of the destroyer to steam towards them. He did so, and on the way I saw one of the *Hipsang*'s boats floating, full of Chinese. Before we got to where the *Hipsang* went down this boat came alongside and all the Chinese came on board. Then the second officer and some of the Russians got into the boat and pulled towards the wreckage. They rescued two Chinese, one of whom was severely wounded in the legs. Then the ship's boat having been passed astern and the painter secured, the Russian torpedo-boat steamed towards the mainland towing the *Hipsang*'s boat astern of her. We passed close along the north shore of Reef Island and then headed for Pigeon Bay. Whilst on the bridge of the torpedo-boat destroyer, I asked the Russian captain what he meant by firing on a defenceless merchant ship flying the British flag. He answered words to this effect: "Why you not stop?" I told him I did stop the engines as quick as I could get to the telegraph, and I then tried to explain to him that a single screw steamer going at full speed ahead could not be brought to a standstill in an instant of time by her engines; that I rang "stop" on the engine room telegraph as quick as I could after he had fired the first time, and that I almost immediately after (as he fired again) sang "full speed astern," but that of course the propeller could not bring the ship to a standstill at once, as the ship was bound to carry good headway for a minute or two until the backing power really began to take effect, and that he should have made allowance for that sort of thing, and then found out who we were and where we were bound to. After a good deal of talk on that subject, he then asked me why the ship's lights were not burning. I told him that they were burning and burning brightly, and that the ship had particularly good lights. He also asked me why I had fired on his ship. I told him that I had not fired on his ship, and that it was ridiculous of him to imagine that anyone on board the *Hipsang* could have fired at his ship, his ship being a man-of-war, and that anyhow it was commonsense that merchant seamen caught on the hop as we were, wouldn't think of firing at anybody, but with the ship sinking under their feet would only think of saving their lives. We spoke a good deal together almost constantly on the way to Pigeon Bay, and he asked me if I would have some coffee and spirits, but I did not wish any. He was kindly and courteous in his manner, and struck me as being not only a brave man, but a kind-hearted man. He deplored war, as being a terrible thing. His officers also were very kind, supplying spirits to those that needed some, and clothing also, and having the wounded attended to and bandaged and given something to eat.

I think it must have been about from 6.15 to 6.30 a.m. when we landed in Pigeon Bay, and I think the following is a fairly correct list of the survivors, the wounded, and those that lost their lives: 7 Europeans unwounded; 6⁹ Chinese unwounded; 9 Chinese wounded; 3 Chinese killed and since died on board; 1 Chinese missing (probably killed on board); 1 Chinese drowned by the capsizing of the small boat alongside the ship.—90 people in all.

I think it must have been about 9.30 a.m. when we were all mustered together, Europeans and Chinese, and we then had to walk across country to Port Arthur, an escort of armed soldiers walking with us, some walking before, some along the sides of our column and some behind; a covered cart followed for any that could not walk the whole distance; and the wounded being carried in the rear on ambulance stretchers. It was a long, hot and dusty walk, but we were not

hurried, and were allowed to rest twice on the way, some of the Chinese being without shoes, and the road very stony in places. We arrived at the Tail in Port Arthur at about, I think, 3 p.m. There we were mustered in the yard, and the Chinese were divided into two lots and taken away to quarters in the Tail. We Europeans were then marched off to the Police Station, which was only a short distance away. There we were allowed to sit down on a long bench outside the Police Station. After waiting quite a time, I was called inside the Police Station, and shown into a large room, where a gentleman in uniform and wearing a decoration came forward to shake hands, introducing himself as the Captain of the *Retrisan*. He spoke very good English, and having asked me to be seated at a desk, produced pens, ink and paper, and asked me to write down answers to questions that he would ask me. These questions related to the sinking of the *Hipsang* and what had taken place. I did so; and having done so, he then asked me to sign my name at the end of the paper, which I did. This gentleman was exceedingly courteous and kindly in his manner, and at once made me feel at ease. After I had left the room the officers and engineers were called in to the same room one at a time, and I was given to understand by them afterwards that they had been asked by the same gentleman to write out answers to questions he had asked relative to the sinking of the *Hipsang*. After all had done so, the captain of the *Retrisan* asked me if we had had any food, and when I told him that we had not had anything to eat since our arrival at Pigeon Bay, where we were given some hard-boiled eggs and a slice of bread-and-butter, he said he would have some food sent to us from the club. As it was by this time getting dark, we were asked to sit down in a large room of the police-station; and later on, plenty of food and bottles of beer were brought to us. Having eaten, we were then taken down the hill a bit, to an empty house that had two rooms in it, not far from the police-station; and there a bed was brought for each of us, a mattress, pillow, and blanket, and in that house we remained during our sojourn in Port Arthur, a gendarme being on guard over us night and day during the whole of the time. Hot meals, consisting of vegetable or meat soup, and meat or fish, and a supply of bread, was supplied to us twice a day by the guards, and for the first eight days . . . through I believe the kindness of a Russian Police officer and his wife, who lived in the house next to ours, we were supplied with tea and sugar, glasses and saucers, candles and soaps, from what I believe were their private stores. But when they left their house, owing to the roof leaking very badly during heavy rain, and changed into another house some distance away, these luxuries came to a full stop; and although they generously left us their samovar to make tea with, and a supply of saucers and glasses and tea-spoons, we then had to provide for ourselves. On the next day, the 17th, we were again called up to the police-station one at a time, and asked further questions by the captain of the *Retrisan*; writing down our answers, and signing our names to our answers. And on the 18th or 19th (I forget now which day, but I believe it was the 18th) I was called up to the police-station, and entering the room, found the captain of the *Retrisan* there, and another Russian officer of high rank, who I understood to be by introduction a military law officer, but I may have been mistaken. There was also present a young Russian officer, and on the table, the s.s. *Hipsang*'s dispatch box, tied up, locked, and sealed. The captain of the *Retrisan* showed me the seals, and that they were unbroken, and having asked me to unlock the box, he then broke the Russian seals and untied the string, and I unlocked and opened the box. The young officer having seated himself at the desk, prepared to write down an inventory of the contents, but as he did not appear to understand much about writing English with such technical words as manifest, cargo certificate, etc., I suggested that perhaps I had better do the writing, to which the captain of the *Retrisan* expressed a glad assent. The captain of the *Retrisan* then took out the documents one by one, and I noted them down on a paper. When they were all noted down, the documents were all put back in the dispatch box, and I was asked to sign my name at the

end of the list. But I have not seen either the documents or the dispatch box since that day. After the list had been completed, the captain of the *Retrisan* produced a British Admiralty chart of the Gulf of Pechili and Liaotung, also a straight edge and projector, and asked me to lay down the courses I had steered after leaving the Newchwang Bar. I did so, and having done so, I am under the impression that he asked me some more questions, about whether I had seen any lights when passing Fuchou Bay; and whether I had stopped the engines during the night; and whether during the passage up from Chefoo to Newchwang I had seen any torpedo-boats; and some other questions about the official log-book, and the deck log-book, and the bill of health; and then asked me to sign my name underneath my written answers. But whether those questions were asked me during the second interview, or during that third interview, I cannot now remember for certain; but my impression is that they were asked me during that third interview. On the 18th July, at about 11 a.m., the Chief of the Police, accompanied by several police officers, and a civilian who spoke English and acted as interpreter, came to our quarters, and I was handed fifty (50) roubles in gold pieces, and informed that the admiral had sent us that money to buy clothes with. Somewhere about the 24th or 25th I think it was, as our funds were decreasing rapidly, and we needed to buy charcoal, candles, tea, sugar, and other things, I wrote a letter on a piece of paper with a pencil to the captain of the *Retrisan*, asking him to kindly let me know when we might expect to leave Port Arthur. The letter I handed to the gendarme to deliver when he was relieved; but I was informed the next day that it had not been possible to deliver it, as the captain of the *Retrisan* had been away outside the harbour somewhere with his battleship (at least that was what we understood from the man's signs to talk) and the letter was returned to me. I gave it to the man again in the evening, and told him to get it along to the captain of the *Retrisan* somehow or other; but as the letter was never answered, I came to the conclusion that it had not been handed to the captain of the *Retrisan*. But a Mr. Nielsen, a Norwegian who spoke English, came to our quarters, and to him I explained that I wanted to go out and buy some things; so I was later on allowed to go into the town with a police officer who spoke a little German, and I bought the stores we needed.

Having read over what I have already written, I find that I have not explained how it was that the torpedo-destroyer No. 7 came alongside the *Hipsang* and rescued all the survivors. The ship's hull having been destroyed aft by the shell or torpedo, and the ship settling down by the stern. I gained the impression that the Russians meant to drown the lot of us. So having given the two life-belts to some Chinese, and got my boats off, I got up on the boat-skids and started in to cut the forward starboard boat gripe lashings adrift, as I reckoned that the boats would float if the ship went down under us, and we'd have something to swim for when we came up to the surface again; there being a bit of a scare on amongst the Chinese, one crowd hustling around one of the port boats getting it out, and another lot having let the working-boat go down by the run end up, and all of them clinging to the forward fall, the European passenger among them. It appears that the French engineer having taken all his clothes off, jumped overboard and swam toward the torpedo-boat destroyer. Getting near her, he called out to those on board that there were Englishmen on board the ship and to go alongside and save the people. The Russians then lowered their boat and picked him up, and then the destroyer was steamed alongside the ship by the starboard forerigging, and the rest of the people were got on board of her. When I gave up the 4th gripe lashing as a bad job because of the seizing, and jumped down on deck, I saw the destroyer alongside the ship, so I hurried along the Chinese to her as before related.

The authentic list of the people on board the *Hipsang* at the time when she was torpedoed by the Russian destroyer No. 7 is, I believe, as follows:

Robert C. D. Bradley, captain 1
A. G. Smith, chief officer 1

John Cartwright, 2nd officer	1
F. J. Collier, chief engineer	1
W. Watson, 2nd engineer	1
W. Bishop, 3rd engineer	1
Mr. Rosenberg, alias Serebrenik, saloon passenger	1
Chinese sailors	18
Chinese firemen	15
Chinese quartermasters	4
Chinese saloon staff	9
Chinese compradore staff	17
Chinese passengers to Chefoo	18
Chinese passengers to Chefoo and Shanghai	2
Chinese supercargoes to Canton	2

90

in all

Killed on board.—2 Chinese male passengers to Chefoo; 1 Chinese female passenger to Chefoo; 1 Chinese male passenger to Chefoo, supposed drowned; 1 Chinese learn-pidgin messroom boy drowned—5 in all.

Died in hospital at Port Arthur.—1 Chinese No. 3 compradore; 1 Chinese male passenger to Chefoo—2 in all.

Left wounded in hospital at Port Arthur.—1 Chinese male passenger to Chefoo; 2 Chinese female passengers to Chefoo; 1 quartermaster; 2 compradore tallymen; 1 supercargo to Canton—7 in all.

John Cartwright, the second officer, according to the *Mercury*, deposed that it was a torpedo that struck the *Hipsang*, after several other shots had been fired.

The Court also said:

It is evident that the *Hipsang* had her lights alight, and after the first shot her colours were immediately hoisted, but notwithstanding this, the destroyer fired a torpedo and struck the vessel, thereby causing her to sink within the space of half an hour, viz., at 4.40 a.m. It is evident that there was sufficient light to see both the class of vessel, the nationality, and whether the steamer had stopped, day having broken and there being no fog in the vicinity. Boats were then lowered and the destroyer came alongside and assisted to save life, but the crew and passengers were kept prisoners until their release on August the 2nd.

INQUESTS.

A TRAM ACCIDENT.

An inquiry was held by Mr. H. H. J. Gompertz, on the 31st ult., into the circumstances of the death of one Lum Luk, a Chinaman, recently killed by a tram accident at Wilmer Street. The following gentlemen were sworn as jurors: Messrs. E. C. Georg, Julius Focke, and J. B. Scott.

A Chinese tram-conductor said: On the 21st inst. I was in charge of car No. 18. We were at the entrance of Wilmer Street to the Praya at 11.55 a.m.; the car was going east towards Wing Lok Street. There was another car in Wing Lok Street coming towards me—I could not see the number. A man was on the line of the other car, and he ran on to the line of my track; he was holding a pickaxe. I rang my bell, and, as he did not move, slowed down, putting on the brakes to stop the car. The car, however, struck the pickaxe the man was carrying. The car could not stop in time. I rang my bell several times, but he would not get away. The pickaxe, which he was carrying on his right shoulder, broke his head, and he fell down. I told the ticket-collector to blow his whistle and call for the police. The car stopped. The ticket-collector blew his whistle. The police came, got a chair, and the man was carried away.

Mr. Gompertz: Did the car touch deceased?

Witness: Yes, it touched the axe and the man. It stopped immediately afterwards.

Mr. Gompertz: If I ask any questions likely to incriminate you, you may refuse to answer them. How did you stop the car?

Witness: I put on the brake first, but that would not stop it, so I reversed the motor.

Mr. Gompertz: How far off was deceased?

Witness: A few feet.

Mr. Gompertz: How far off was he when he crossed on to your track?

Witness: A few cheung.

Mr. Gompertz: Was he looking towards your car?

Witness: No; he was looking at the other car.

Mr. Gompertz: Did the cars pass?

Witness: Yes, when my car stopped, after it had struck deceased, the other car passed.

Mr. Gompertz: How was deceased lying?

Witness: One of his feet was near the net below the car, placed there to catch people. His body was lying across my line.

Mr. Gompertz: Do you know who deceased was?

Witness: No.

By Police Inspector Collett: The car went about half a yard after striking deceased.

A Chinese ticket-collector said: It was a Sunday about two weeks ago. I was on No. 18 car, at 11.55 a.m. I was collecting money. The car was going from west to east. I saw the conductor stop the car by turning off the electricity. I looked at the conductor, and asked him what was the matter. Then I saw an old man lying on the ground, with blood flowing from his head, and I sent for the police. A part of his legs were on the net at the bottom of the car and the body was on the track. There was a pickaxe by his side.

Mr. Gompertz: Was he sensible?

Witness: He moved, but could not talk.

Mr. Gompertz: Did you see him fall?

Witness: No.

By Inspector Collett: Besides putting off the electricity the last witness put on the brake. Last witness sounded the gong before car struck deceased. The gong was sounded several times.

Madame Emma Greion said: I was on an electric car about 12 o'clock on the 21st inst. The car was going east. I was about five minutes on the car. The man rang the bell a great deal. It was east of the Sailors' Home. Several men were on the line. One had a pickaxe, and this man did not get off the line. All the others got off. Another tram came up. I did not see him fall down, as I was not looking that way. I saw him a little before in front of the car. The tram then stopped. It went a little way after the brakes were on, but stopped quickly.

Mr. Gompertz: Was the conductor sounding the gong when you first saw the man on the line?

Witness: Yes.

Mr. Gompertz: Was there another tram passing?

Witness: No; but about five minutes later a car came from the opposite direction.

Mr. Gompertz: Did you see the man before the car stopped?

Witness: Yes, but I did not take particular notice.

Mr. Gompertz: Did he sound the bell?

Witness: Yes, plenty.

Mr. Gompertz: The police came quickly and took the man away in a carriage. I did not look at him.

Dr. E. A. R. Laing, assistant superintendent of Government Civil Hospital: At 12.40 p.m. on the 21st August a Chinese male was admitted into the Government Civil Hospital suffering from injuries stated to have been received by being knocked down by a tram. He was bleeding from the left ear and two small scalp wounds. He was unconscious, and was treated for a fracture of the base of the skull. He died on the 24th August. I made a *post mortem* examination same day, and reported that he died from fracture of the base of the skull and hemorrhage on the brain.

An Indian Constable said: About noon on the 21st I was on duty under the verandah in Wilmer Street. I saw a tram arriving there from Kennedy Town. I turned around, and, when I looked again, saw a man lying down. A Chinaman on the car blew his whistle and I blew mine. I took the number of the car and told it to wait. I took the man to hospital.

Mr. Gompertz: Did you see how it happened?

Witness: No; he had a wound on the back of the ear.

A Chinaman said: I am a foreman in charge of earth coolies. On the tram line, Sunday 21st instant, at the entrance to Wilmer Street, about 11.50 a.m., one of my workmen was knocked down by a car. He was working. I saw a tram car coming, but did not see deceased knocked down. I saw him afterwards. He was lying across the line. I did not see any wounds. I did not hear any ringing of gongs; I heard the police whistles blown afterwards. He was an old man carrying a pickaxe. I did not see the

body in hospital. An Indian constable, the last witness, saw the body.

Walter Linden said: I am an inspector of the electric tramways. A car running at a rate of ten miles an hour could be pulled up in ten yards by reversing the controller. To drive the car forward turn the handle to the right; to apply the brake, to the left. This reverses the motor. There is also a hand brake, acting on the running wheels. It is a powerful brake acting by mechanical means—friction. The alarm gong is worked by the motorman with his foot. It is a loud alarm.

By Jury: What is the average speed the cars travel?

Witness: Ten miles an hour.

Mr. E. C. Georg: And it takes ten yards to pull it up?

Witness: Yes.

Mr. E. C. Georg: That seems rather slow. At home a car is stopped in five or six feet. It is an awful distance.

Mr. Gompertz: It is rather long. Would the car be going ten miles at Wilmer Street?

Witness: Yes, about ten miles.

Mr. Gompertz said that the evidence the police had been able to get together was concluded, but if the jurors desired it he would adjourn the inquiry. There was one point he would draw attention to. If any of them rode bicycles they would recognise how difficult it was sometimes to prevent accidents.

The jury returned a verdict of "Accidental death."

Mr. Gompertz: Would you like to make any recommendations?

Mr. E. C. Georg: How can we? We are not experts.

HOUSE COLLAPSE.

An enquiry, conducted by Mr. Gompertz with the same jury, was then held into the circumstances of the death of a woman, suffocated under debris at the Ping On Lane collapse during the recent typhoon. Mr. Deacon, solicitor, watched the case on behalf of the owner of the house.

Dr. Hunter, medical officer in charge of *post mortems*, said: On the 25th inst. I examined the dead body of a Chinese female aged about 39. A ticket was attached to the body bearing the names of "Chau Si, removed from No. 1, Ping On Lane." We had a *post mortem* on that body, and found the cause of death from suffocation.

Mr. Gompertz: Were there any marks of external injury?

Witness: No, nor other injuries.

A Chinese scaffold-builder, of No. 112, Hollywood Road, said: On that night I went to sleep at No. 1, Ping On Lane. I slept until between 5 and 6 o'clock next morning, when the house collapsed. I was pressed down, but I crawled out and cried out "Save life." A sergeant happened to be there, and he brought me to the station. Three people were sleeping on my floor; myself, Chow Kow, Tam King. Tam King was not pressed down, but the other man rolled down to the ground, and was slightly hurt near the eye.

Mr. Gompertz: What made the house collapse?

Witness: I do not know.

Mr. Gompertz: Was it exposed to the wind?

Witness: Yes; but it was not a high house.

Mr. Gompertz: What made it fall?

Witness: I do not know. I am only a workman.

Another scaffold builder said: At daybreak on the morning of the 25th inst. I was asleep in the godown, No. 1, Ping On Lane. I was asleep on the first floor when the house suddenly collapsed. I was not hurt. I do not know deceased. It was blowing a typhoon at the time.

Another scaffold builder said: On the morning of the 25th inst. I was asleep at No. 1, Ping On Lane. I had gone there the previous evening. The house collapsed in the morning. I was not hurt.

Mr. Gompertz: What made it collapse?

Witness: I do not know, I was asleep.

Mr. Gompertz: Was there any wind?

Witness: Yes, much wind, and rain.

P-Sergt Garrod gave evidence: About 6.35 a.m. on the 25th inst. I was on duty at the bottom of Ladder Street. I heard a rumbling noise in the direction of Hollywood Road. I went there and found No. 1, Ping On

Lane had fallen down. I walked among the debris and shouted, "is anyone here?" I got an answer in Chinese, "Yes." "How many?"—"Two." About five minutes after my arrival a man crawled out; a few sticks were removed for him. About 7.10 a.m. a party of European firemen, under Mr. Hallifax, arrived; and cleared away the debris. About 8 a.m. a dead body of a woman named Chan Si was discovered.

Mr. Gompertz: Who identified it?

Witness: Her son. The body was then taken to the public mortuary.

Mr. E. C. Georg: What is your idea about the house?

Witness: It was a very old house, and several times previously I had noticed cracks in the front wall. It had a ground, first and second floors.

By Mr. Gompertz: I do not know how long the house had been built. The wind was blowing strong from the S.W., but the house was protected.

European P.C. 130 said: About 6.55 a.m. on the 25th inst. I received a message and went to No. 1, Ping On Lane. After digging the rubbish for about a quarter of an hour I found the body of a Chinese woman, under the bricks and mortar, having the appearance of having been suffocated. She was dead; her son identified the body.

Police Inspector Smith said the son could not now be found. He gave the name of Lo Cho, No. 56, Hollywood Road, second floor.

Mr. Gompertz to P.C. 130: Did you know this house?

Witness: Yes; it was a rather old house built in an awkward place on the hill.

Mr. Gompertz: Did you see any want of care about the house?

Witness: No.

James Hutchings, building inspector, P.W.D., produced some photographs of the place, taken after the collapse, showing the shoring. He said: I visited the place with Mr. T. L. Perkins on the morning of the 25th inst. The shoring was done by the Public Works on the 25th, 26th, 27th inst. It was necessary to prevent collapse. The front of the house next is dangerous. I saw the building before the collapse. It was bad. There are many in Hongkong like it. It looked unoccupied. I do not know when it was built. It was old, built of a blue soft brick, of which many houses in Hongkong used to be built. The blue brick is not worse than the ordinary red brick, but best Canton red bricks are better. Amoy bricks are very good. Blue bricks are burnt. The colour is a matter of material.

Mr. Gompertz: Would you have condemned this building?

Witness: I might have done so.

Mr. Gompertz: Would you condemn any houses at Hongkong?

Witness: Yes, about one half. All the older ones. Nearly all the houses 20 years old or older I think should be condemned. We have had eight or nine cases lately; all external walls, in a typhoon.

Mr. Gompertz: How many cases have you in your district?

Witness: Nine cases during the last typhoon.

Mr. Gompertz: What is your experience in Hongkong?

Witness: One year and eight months as building inspector.

Mr. Gompertz: Would these houses be dangerous in an English town?

Witness: There is not such stress of wind there.

Mr. Gompertz: But if they were in a European town would they be condemned?

Witness: They would not be allowed to be built there.

Mr. Gompertz: But if they were there would they be condemned?

Witness: I should think so.

Mr. Gompertz: What are your duties as an inspector?

Witness: To inspect buildings in course of construction, old ones, alteration and repair.

Mr. Gompertz: When would you consider a house dangerous?

Witness: When it is in danger of collapse.

Mr. E. C. Georg: Did you see that this house had cracks?

Witness: Yes, a number of cracks, but not more so than a number of houses.

Mr. E. C. Georg: Is it not your duty as inspector of buildings to call the owner's attention to such?

Witness: Not that I am aware of. If it was in a state likely to be dangerous we should inform the owner at once. This was not so far gone.

Mr. Gompertz: How many per cent. do you think as bad as this?

Witness: One half of the old houses have cracks. This would apply to houses of ten years old, up. Small cracks. The cracks I saw were not large.

Mr. E. A. Georg: And yet you do not consider them dangerous?

Witness: If the cracks are small it would not necessarily render a house dangerous.

Mr. E. A. Georg: Who is the owner?

Mr. Deacon: The owner is not here. His name is Mr. Li.

Mr. Deacon, through Mr. Gompertz: This collapse was immediately due to the typhoon, but for which we have no reason to suppose a collapse would have occurred at that time.

The jury came to the decision that the woman met her death through the accidental collapse of a house caused by a typhoon and rain.

LIAOYANG.

A correspondent of the *Novoe Vremya* gives the following description of the rise, size and importance of Liaoyang.

General Kuropatkin's headquarters and the official buildings are not in the town itself, but in a neighbouring settlement, which was founded in 1898, when the town was made the headquarters of the officials charged with building the southern section of the Manchurian Railway. In 1900, when the Russians retired to Haicheng during the disorders, the Chinese quarter was burned down. After the fight near Aisanlan-tien the Russian troops under General Subbotitch again occupied Liaoyang, and the engineers began to rebuild the town. The position of the town, at the junction of railway and roads leading from Lintu, Moukden, and the Corean frontier, and its importance as a trading centre, soon attracted the attention of railway authorities, who built there a large, first-class station and numerous warehouses, workshops, and the like. In 1901 private initiative began to display activity; many houses and large shops were built, and there was soon a purely Russian settlement next to the Chinese town. Most of the houses are one-storeyed, after the type of American farm-houses. There is a beautiful Orthodox church in the middle of the Russian quarter. The pavements are wretched, and lighted by oil lamps; the streets are not made up; thus, in rainy weather they are merely bogs, and Europeans wishing to cross such a street have to get themselves carried across by the Chinese. The town has no water supply; a Russian engineer tried to lay down a system, but the attempt came to naught, there was a "fault" somewhere. Thus the people have to drink unfiltered water from the clay, and for this reason everybody suffers from stomachic disorders.

The Russian quarters lie westwards of the railway and border on the walls of the Chinese town, and are divided into two parts by a broad, large street. In the southern half are the house of General Kuropatkin, the house of the Chief of the Staff, and the offices of the Field Chancellery. Here also there stands ready with steam up and on a side-track the magnificent train used by Gen. Kuropatkin. Behind his residence are the barracks of the railway battalions and the centre of business life. In this quarter the only hotel is to be found; it is dirty, dark, badly fitted up, and horribly dear; one is glad to get even its worst hole of a room for 6s. 6d. a day. In the Russian quarter there are immense store-rooms for ammunition and food, hospitals, and various buildings required in providing for the needs of a gigantic army. —*Japan Mail*.

The s.s. *Tweeddale* left Chinwantao on the 30th ultimo, carrying 1,406 coolies for South Africa. The s.s. *Ikbal* leaves to-day. The *Lothian*, *Swanley* and *Inkum* will also leave in due course.

THE "ARABIA" AT SHANGHAI.

NEWS FROM VLADIVOSTOK.

The German steamer *Arabia*, chartered by the Portland and Asiatic Steamship Company, which was captured by the Vladivostock Squadron on the 22nd July, arrived at Woosung late on Sunday morning (23rd August) and was to leave again for Japan in the early hours of August 30th. She came to Shanghai direct from Vladivostock, and by courtesy of Messrs Carlowitz and Co. (the agents there) and Capt. Rogers, a representative of the *N.C. Daily News* was able to glean from those who came down on her something of her experiences and of the present condition of affairs in Vladivostock.

The *Arabia*, which is a 2,868-ton steamer, sailed from Portland on the 3rd of July with a cargo consigned to Yokohama and Hongkong. She had arrived within 140 miles of Yokohama when she fell in with the three Russian cruisers who were just then very active in the vicinity of Tokyo Bay. Ordered to stop, she received a Russian lieutenant on board, and on the nature of her cargo being signalled to the Admiral on the *Russia*, a prize crew of five officers and forty-two men was sent on board her to conduct her to Vladivostock, while 14 of her Chinese crew were taken on board the cruisers. She touched at Korsakoff on Saghalieu, and communication with Vladivostock having made it apparent that the coast was clear of Japanese vessels, she was taken across to the Russian port, arriving there on the 28th July. After three days the captain, crew and passengers (white) were allowed to go ashore, and they seem to have been well treated and suffered no hardship. The Prize Court sat on the 2nd ult., and its eventual award confiscated the 20,000 barrels of flour and seventy-one railway car bodies on board as contraband. The rest of the cargo and the vessel itself were released.

While the *Arabia* was at Vladivostock the blue-funnel liner *Calchas*, captured on the 9th ult., was brought in, and it is instructive to learn that the flour and timber, which formed part of her cargo, were confiscated at once, without waiting for the decision of the Prize Court; that decision had not been formally rendered when the *Arabia* left Vladivostock. The *Calchas* also had 90 bags of mail for Japan. These were captured with her, and brought down to Shanghai by the *Arabia*, and since taken on to Japan. Altogether during the time the *Arabia* was in dock five prizes were in Vladivostock harbour — the *Allanton*, the *Calchas*, a small Japanese schooner, and another small vessel. The captain and crew of the German steamer *Thea*, which was sunk about the same time as the *Knight Commander*, were put on board the *Arabia* and have since been brought on to Shanghai by her. The *Thea*, it may be mentioned, was loaded with fish-manure and was sunk by seven shells, without any attempt at capture. She had eight days' coal supply on board and might therefore have been navigated to Vladivostock.

At the Russian port the war has not made many changes as yet. Two trains were running daily each way on the railway line; Viceroy Alexeieff was back there again; and the town full of officers and troops. The band concerts were going on as usual. Meat and flour were cheap enough, supplies being plentiful (so they should be, in view of these fine hauls), but cigars are scarcely purchasable.

Before the *Arabia* left, the *Russia* and *Gromovoi* came in from their last disastrous expedition, and although the informants did not get a close inspection of them, they saw enough to wonder that the cruisers ever reached Vladivostock at all. They were in a pitiable wrecked condition, and it will be some weeks before they can be fit to go raiding again.

The voyage down to Shanghai was smooth and uneventful. No man-of-war was passed the whole way.

Shanghai philatelists will be interested, says *Sport & Gossip*, to learn that the local Chinese Post Office has run out of half cent stamps. It is proposed to remedy the deficiency by cutting the one cent issue into two, diagonally. *Sport & Gossip* does not say by whom this risky method is proposed.

KOWLOON DOCKS.

The Hongkong and Whampoa Dock Co.'s Kowloon establishment has experienced quite a pressure of work lately. No. 1 dock has not been vacant for a long time. The new stern-frame of the s.s. *Sikh*, now in No. 1 dock, may be fitted in a week or so; and then the *Shawmut* will occupy the berth. The exact damage to the *Shawmut*, which is at present lying alongside with a list to port, is not at present known. It has been decided not to send down divers to inspect the bottom, as the ship has to go in dock anyway, and the divers could do no good. The German s.s. *Clara Jebsen* is in No. 2 dock, undergoing her annual general overhaul and survey. No. 3 dock is taken up by the dock dredger *Canton River*. With her great beam, twin-screws, and the quantity of machinery above deck level, she looks a peculiar vessel. In spite of her working on the bucket system, and not the more modern suction system, she is a very useful craft. The China Navigation s.s. *Sungkang* is on the big slip; her bottom-cleaning finished. She looks like a "new pin." The ferry *Morning Star*, and other small craft, are also on the slips. The s.s. *Lothian*, painted white with buff funnel and black top, looks particularly well. She is alongside fitting up to take coolies to South Africa. The China Navigation s.s. *Changsha* and the German s.s. *Kort* are moored off the docks. The little U.S. surveying ship *Pathfinder*, her hull all red priming, is also moored there. She seems none the worse for her recent stranding.

NEW SHIPS.

The Dock talk of the hour is the new steamer *Kinling*, which, by the way, was a few days known as the *Shanghai* — the largest vessel ever turned out at Hongkong. She is to undergo a trial trip this morning, commencing at 9 a.m.; and considerable anxiety is felt as to the result. It is said that at her last trial, a few days ago, some difficulty was met with in keeping steam up. At present the *Kinling*, with a yellow coloured hull and white top-work, is lying off the docks. On the new Philippine Island survey boat work is proceeding apace, the shell of the vessel nearing completion. Capt. Yates, the skipper, is to be found constantly by her; and he seems satisfied with the work so far. The *Evening Star*, a new ferry, is practically ready for launching, except for the coppering. Her upper-deck fittings are not quite finished. When launched, no doubt, she will be brought under the sheer-legs to receive her engines. The recently-built hepper has disappeared, so it is to be presumed she is already in use.

New sheds in the vicinity of the building ground are finished as far as frame-work is concerned. They are all ready to receive their corrugated-iron roofs. The new electric light plant is being fitted up by degrees.

MISSION WORK IN THE NEW TERRITORY, HONGKONG.

The Committee of the Hongkong Church Missionary Association having accepted a suggestion made by the Bishop that the Association should support one or more catechists in the New Territory, Mr. G. A. Bunbury thinks that members will like to have some account of the man whom they are asked to support. He says, in the monthly pamphlet, that the needs of the New Territory have long been present to the minds of the members of the South China Mission, but till recently it was found difficult to provide a man for this new work. Some years ago, Archdeacon Bemister bought two tents which were pitched at P'ing Shan, services being held by catechists sent out for terms of a fortnight from Hongkong, with occasional visits from the missionary in charge. His plan was not altogether satisfactory; the workers were constantly changing, only one place was evangelised, and at last the tents were badly damaged by a typhoon. But the difficulty was to find a suitable man who should devote his whole time to the work, and was qualified by his knowledge of both Cantonese and Hakka to preach to all with whom he might come in contact. At length, at the beginning of this year, the proper man was found. Chung Wai San was for two years a collector

ing under the Rev. A. Iliff in the San-Ui and Hok Shaan Districts, east of Canton, where he proved himself an earnest worker. Although by birth a Hakka from Hok Shaan, he speaks Cantonese well and fluently. In 1903 he entered the Training College (St. Paul's College) as a short-course student, where he proved himself a thoroughly earnest Christian man. Defective eye-sight, and his being accustomed to an out-of-door life, made study rather a trial to him, but he did quite creditably in the examinations held last January. In March he was appointed by the conference of the Mission to work in the New Territory; another man, Ching Muk, agent of the Scotch Bible Society, being sent to keep him company. During the past five months these two men have been constantly at work in the New Territory, wet and fine, sleeping sometimes in inns, but more often in the houses of scattered native Christians, where they find a warm welcome. A glance at the map of the New Territory will show that a large part of it is island. The islands are sparsely populated, but small villages are found here and there, many of which are not yet evangelized. The two men have worked in these islands as well as on the mainland. Thus they have visited Tai O, the chief village in Lan-tau, P'ing Chan (where a layman of this Mission has built a Preaching Hall), and Cheong Ch'au (where there is a station of the Baptist Mission). In each of these places they have found scattered Christians whom they have been able to encourage, and have had grand opportunities of preaching to the heathen. On the mainland also these two evangelists have made several tours. They have three times started from T'in Moon (Castle Peak Bay), twice working round the northern border of the territory in the direction of Sam Chun, and once passing up the coast beyond the limits of the Territory. Twice they have been over the Sha-Tin Pass to Tai Wai and to the villages on the other side, preaching in them, and gradually working along the road to Tai P'o. Once only have they started out with a definite intention of working outside the New Territory—on the occasion of the Feast of T'in Han at Chik-wan, when they joined in the preaching held by a group of native Christians. During the past five months they have made nine tours, the shortest lasting three days, the longest a fortnight. It is of course too early to expect results, but each time they come back they tell of villages within the Territory where the Gospel has been rarely or never heard; they tell also of men willing to hear the Gospel, and enquiring about the conditions of baptism, and they give the names of Christians living in out of the way hamlets or secluded bays whom they have been able to teach and encourage by their visits. The Hon. Treasurer of the C. M. Association (Mr. G. E. Woodward, Craigieburn, The Peak), has now in hand a sum of over \$200 which has been subscribed for the maintenance of native agents in the New Territory.

FAT MEAT IN HOT CLIMATES.

The committee of the L.R.C.P., appointed to study the report of the Norwegian Commission on Beri-beri, state that it throws no light on the cause of the disease. The committee does not agree that beri-beri is more frequent among Norwegian sailors than among others, and says: "Beri-beri is far from rare in British ships, especially in those carrying Lascar, Chinese, and Japanese crews; the wards of the hospitals of the Seamen's Hospital Society in London are rarely without several cases of the disease, coming for the most part from British vessels. We are inclined to think that wrong diagnosis is responsible in great measure for the apparent rarity of the disease in the British Mercantile Marine. It constantly happens that seamen and stokers suffering from beri-beri are sent into London hospitals with such diagnoses as droopy, malaria, paralysis, locomotor ataxia, heart disease, and peripheral neuritis. It is not every ship's captain, or even ship's surgeon, who can recognise beri-beri."

The Norwegian Commission recommended a restriction in the use of tinned food, and fat meat and plenty of fruit and vegetables supplied in warm climates.

JAPAN'S TRADE PROSPECTS.

The great struggle in which Japan is now engaged cannot fail profoundly to affect her commercial development. Just as her war with China marked the commencement of an era of greatly accelerated commercial expansion, so it may well be that the present war, with the increased facilities which must almost inevitably be afforded on its conclusion for the introduction of foreign capital, may mark a new point of departure for even more rapid advance in the future. Here are some facts illustrating ten years' progress.

Both Japan's exports have a great deal more than doubled, her exports of silk and silk manufactures in 1903 alone exceeding the total value of her exports in 1893.

Her shipping has increased fourfold.

The value of her exports of cotton manufactures has risen from an insignificant figure in 1893 to over £4,000,000 in 1903.

Her trade, both as regards exports and imports, with Asia and America, has expanded much more than her trade with Europe.

Her imports from the United States have increased nearly six-fold, from Germany not quite threefold, whereas those from the United Kingdom have only increased 33 per cent.

The United Kingdom is still practically the only country from which Japan takes cotton manufactures, though the value of the trade, owing to the loss of the yarn business, is only 70 per cent. of what it was in 1893, whereas in machinery, though the value of her trade is considerably more than in 1893, she now has only 50 per cent. of the total as against 79 per cent. in 1893, the United States having increased their share from 9 to 36 per cent.

In metals and metal manufactures the United Kingdom's percentage has fallen under the stress of German and Belgian competition from 65 to 47 per cent.

The proportion of British shipping to the total foreign shipping entered at the open ports has only fallen from 65 to 56 per cent.; that of Germany and that of the United States having risen respectively from 14 and 6 per cent. to 15 and 11 per cent.

A British trade return says:—There has been no revival of industrial enterprise; but the year shows a large increase in foreign trade, both exports and imports reaching levels never previously recorded.

Table showing the distribution of trade among the countries chiefly interested; the British Empire heads the list both as regards imports and total trade, with 39 per cent. of the former and 31 per cent. of the latter.

Import of cotton yarn less than half that of 1902: with the output of the native mills annually increasing, there is no reason to expect any substantial revival in this trade.

Particulars of metals and metal manufactures: large increase in import of rails from Germany.

Details of principal exports: silk, cotton yarns, tea, coal, &c.

Railway expansion retarded by want of funds: foreign capital will not be readily forthcoming until the law is amended so as to give proper security to debenture-holders.

Comparative statistics of commerce in 1893 and 1903; imports and exports have a great deal more than doubled in the decade, and shipping has increased fourfold. Trade, both as regards exports and imports, with Asia and America has expanded much more than trade with Europe.

DEATH OF "MAJOR" ASHLEY.

The death of Mr. Charles James Ashley, at the age of 69, removes one of Shanghai's oldest residents, one who has been most popular for over 45 years. He came to Shanghai originally in 1858 as sail-maker on the well-known American clipper ship *N. B. Palmer*, but he saw better opportunities of getting on ashore than afloat, and left his ship. After various experiences, he joined General Ward's force, and continued to serve with the Ever-victorious Army, General Gordon appointing him his Commissary-Major, and he retained the latter half of the title when, after the fall of Nanking, he returned to private life, resuming his old trade of sail-making. At his home in Brooklyn, New York, he had been a yachtsman, and had been accustomed to "run

with the machine," and when the Fire Brigade was organised he was appointed Foreman of the first company enrolled, the Mih-ho-loong Hook and Ladder Co. The Mih-ho-loongs still hold as a cherished relic the wooden statue of Major Ashley that was made to take out on the truck at Fire Parades. Later he was appointed Chief Engineer of the Brigade, a position which he filled with great success for nearly twenty years. His two yachts, the *Vision* and the *Charm*, were among the best in the fleet, and the model of the *Vision* with her China sail with the bamboos in it, and the cobweb arrangement of sheets, was taken home in the old P. & O. S. *Deccan*, and exhibited in the *Field* window in Fleet St. for a long time. He was a keen racing man, too, was "Boomqui," owning several good ponies, and later he served for several meetings as second starter. He was an invaluable member of the Rowing Club, being one of the best coxswains the Club ever had, and was a noted man up-country in the shooting season. About forty firemen, representing every company in the brigade, were present at the funeral. The burial service was impressively read by the Rev. A. J. Walker, and when the first portion was finished the coffin was carried to the grave-side by Messrs. A. McLeod, H. T. Wade, T. W. Kingsmill, W. R. Kahler, J. West, Brodie Clarke, and Marcus Wolff.

SPORT.

INTERPORT SHOOTING.

A suggestion has been made, emanating from Hongkong, it is believed, that a subscription be got up at the ports of the competing teams, namely, Hongkong, Singapore and Shanghai, for a shield which will be held by the winning team each year. The matter, however, is having the consideration of a special committee, who will give their decision later. The question of Penang coming into the shoot is also having attention. Penang came into the shoot three years ago, and her scores have on each occasion been very low. The following are the conditions governing the annual rifle match between Hongkong, Singapore, Shanghai and Penang:

The match shall be known as the Interport match, and shall be fired on any date between the 1st and 15th days of October in each year.

Each team to shoot on its own range.

Teams to consist of 10 men a side.

Rifles: British Service Pattern of .303 calibre.

Ranges: 200, 500 and 600 yards.

Number of Shots: Seven at each range.

Sighting Shots: One at each range (not to count).

Position: Prone at all ranges.

Dimensions of Targets:

200 yards, Bull's Eye 7 inches diameter

Inner 14 "

Magpie 21 "

Remainder of Target 4 feet square.

500 and 600 yds, Bull's Eye 20 inches diameter

Inner 32 "

Magpie 48 "

Remainder of Target 6 feet square.

Three umpires shall be present during the firing: One for the Straits, one for Hongkong, and one for Shanghai. One of the outport umpires shall invariably be present in the butts during the firing.

The umpires shall certify on the score sheets as to the correctness of the score and as to the dimensions of the targets used.

The Secretary of each association shall, at the close of firing, telegraph the score of his team to the Secretary of each opposing team direct, and shall, so soon after as possible, forward direct the official score sheets.—*Shanghai Times*.

THE PARSEES v. PRESIDENCY CRICKET MATCH.

Mr. Sorabjee Dhunjeebhoy Setna favours us with the following telegram:

The Cricket Match between the Parsees and the Presidency (European) teams played at Bombay on 23rd, 24th and 25th inst. resulted in the victory of the Parsees by 180 runs.

HONGKONG CIVIL SERVICE CLUB.

ANNUAL MEETING.

The annual meeting of the members of the Hongkong Civil Service Club was held on the 29th ult. in the Club-house. Hon. Dr. J. M. Atkinson presiding.

The Hon. Secretary (Mr. L. E. Brett) submitted the report, which was as follows:—

The season has been a most successful one for this Club; we are now firmly established on the south side of the new Recreation Ground at Happy Valley, where we have tennis courts, bowling greens and quoit beds, and where also we have erected a comfortably furnished pavilion with bar attached; we have a Cricket Ground near the pavilion, which we use on Saturdays during the Cricket season. The Cricket League competition put friendly games in the shade, all interest being centred in the result of the League. In a close race with the Army Ordnance Corps for the Shield, we were beaten by 5 points by that Club. During the season we played 14 League matches; we won 11, drew 1, lost 2, the teams to beat us being the Hongkong Cricket Club and the Army Ordnance Corps. Hon. Dr. J. M. Atkinson kindly presented a cup to be won by the bowler with the best analysis in League matches; this handsome cup was won by Mr. P. T. Lamble with 39 wickets at a cost of 4.56 runs per wicket. Mr. Witchell was 2nd with 30 wickets at 7.43 per wicket, and Mr. Jackman was 3rd with 33 wickets at 7.45 per wicket. Mr. J. Reidie presented a bat for the best batting average and a ball on silver stand for the best bowling analysis of the season. The bat was won by Hon. Dr. J. M. Atkinson with an average of 14.7 for 11 innings, and the ball by Mr. R. Witchell with 54 wickets at a cost of 5.9 per wicket. Mr. R. Witchell was the best all-round player of the season. Hon. Dr. Atkinson took a great interest in the Club, and it is due greatly to that interest that we finished so high up in the League table. The Club is well supplied with cricket and tennis gear, bowls and quoits, all of which are in good condition. Two quoit beds were laid down under the superintendence of Mr. Edwards, to whom the thanks of the members are due. Thanks are also due to Mr. Dougherty for the great interest he has taken in the laying of the bowling greens. The membership at start of season was 38, but it is now over 80. A quoit tournament was held during the winter. The singles were won by Mr. J. Devney, Mr. McKenzie receiving 2nd prize. The doubles are still to be decided. A bowls tournament is in progress at the present time. Hon. Dr. Atkinson betokened his continued interest in the Club by a donation of \$25 to the prize fund of the bowls tournament. Mr. Wheal did yeoman service for the Club, and on his departure for home on leave was presented on behalf of the Club with a piece of plate. When we consider that we have during this year built and furnished a pavilion, laid on water and gas and bought entire new stocks of cricket and tennis gear, quoits and bowls, the satisfactory financial condition of the Club is to be marvelled at.

The report of the Hon. Treasurer (Mr. Alfred Carter) showed that the income during the past season had been \$3,268, leaving a deficit of \$34. The season had been a very expensive one for a newly-formed club, but thanks to the loyal support of the old members, backed up by a large number of new members, the Club had been able to make very good and sound progress, and had also equipped themselves for what promised to be a very successful coming season.

The CHAIRMAN said the report showed that there had been a most successful season. Marked progress had been made. Not only had the matched in which they were met been built and furnished, but it had been paid for, he understood, and in addition the membership of the Club had been more than doubled. During the winter months great interest was taken in the cricket. The Club team made a good bid for the League Championship, but the Army Ordnance Corps was too strong for them, and he thought their record could not be considered a bad one. Out of 14 matches 11 were won. Still, if they wanted to keep up their record next season they must put their best foot forward. There was no doubt that the Club had supplied a much-needed

want in Hongkong. He was convinced that if they wanted to maintain their health and vigour in the East, exercise was above all things necessary, and the Club gave an incentive for that exercise. Many of the members had to work in unhealthy surroundings, and nothing could be better than to come down there and engage in sport or see a keen game in one of the most picturesque valleys in the world. He would take that opportunity on behalf of the members generally of thanking Mr. Alfred Carter, the treasurer, for the great interest he had taken in the Club, and the time he had spent upon it; they could not have been in such a good position if it had not been for him. It also spoke well for the committee as business men that they were able to put forward such a good balance-sheet. He proposed the adoption of the report and accounts.

Mr. J. REIDIE seconded, and the motion was agreed to.

Mr. L. E. BRETT proposed the re-election of Mr. W. H. Woolley as captain.

Mr. REIDIE seconded, and the motion was agreed to.

Mr. WOOLLEY proposed the re-election of Mr. F. T. Robins as vice-captain.

Mr. J. PARKINSON seconded, and the motion was agreed to.

Mr. WOOLLEY proposed that Mr. A. Brown be elected captain of the A team.

Mr. A. CARTER seconded, and the motion was agreed to.

Mr. W. PITTS moved that Mr. W. W. Cooper be re-elected vice-captain of A team.

Mr. WOOLLEY seconded, and the motion was carried.

Other elections were made as follows:—

Bar Committee—Messrs. M. Iver, F. T. Robins, W. H. Woolley, and L. E. Breit.

Tennis Committee—Messrs. W. H. Woolley, R. C. Witchell, M. McIver, and Higby.

Bowls Committee—Messrs. J. Reidie, F. Howell, E. Dougherty, and W. Brand.

Quoits Committee—Messrs. A. Brown, J. Parkinson, Hudson and Duncan.

A vote of thanks to the Chairman, proposed by Mr. Woolley, brought the meeting to an end.

REVIEWS.

Nami-ko. A Realistic Novel, by KENJIRO TOKUTOMI. Translated from the Japanese by Sakae Shioya and E. F. Edgett. London: G. P. Putnam's Sons. Boston: H. B. Turner & Co. 1904. Hongkong: Kelly & Walsh. After making some allowances for several noticeable faults of translation, we are impressed by this novel, as an excellent and unusually truthful picture of life in modern Japan. That villain Chijiwa is the universal villain, making play with eyebrows, cigarette, and the exclamatory "pshaw!" like any Adelphi specimen. There is an allusion to fields of "wheat" at Otsu which we imagine to be a translator's mistake, and a slip about "even an Arab courier sweating" under a 200lb. rider, which was probably the author's. The form of the letters passing between husband and wife, moreover, would scarcely be so in the original, as they are in their present form quite un-Japanese. But the pictures of Japanese domesticity, match-making, mother-in-law-made divorce, corrupt contractors, are all photographically true. The little picture of the able General poring over the "Royal Third (English) Reader" is to the life. We have seen our boot-maker in the past cobbling away with an English book propped up before him; and his reading was all of "the cat that sat on the mat and ate the rat." It is rather shocking to have the *shimada coiffure* referred to as a "bang," but some Americanisms were inevitable. As a story, *Nami-ko* is fully convincing, and the pathetic history of the Japanese sailor's wife enlists the heartiest interest and sympathy. More stories of modern Japan, viewed from the inside as this one has been, will be heartily welcome. Mr. Kenjiro appears to be the Japanese Thomas Hardy, or (should we say) George Moore?

Mr. G. D. Pitsipios (Vice-Consul) is in charge of H.B.M.'s Consulate-General at Shanghai during the absence of Sir Pelham Warren, who is in Japan.

FAR EASTERN TRADE ITEMS.

The China Merchants will in future have the monopoly of all the tribute transport, which it is estimated will represent a saving of Tls. 30,000 per annum.

The Foreign Ministers in Peking have protested against the Chinese monopoly of working of mines in Honan, and insist that foreign capitalists be also allowed to take part. As Prince Ching cannot give a decisive opinion on the matter the question of monopoly is temporarily shelved.

The shipping trade, reports a Hamburg correspondent, continues to suffer from the unfavourable position of the freight market, and the war in the Far East also is exerting an influence, as vessels which formerly carried goods to China and Japan now enter into competition in other markets.

The yarn market, reported by Messrs. Cawasjee Pallanjee & Co., has been steady since last report. Total sales, 4,575 bales, at prices improving by fifty cent to dollar increases per bale. Cheap Japanese yarn has competed strongly. There are (26th August) about 14,000 bales unsold. Local "twelves" sold \$112 to \$114; Japanese "twenties" \$132.

Viceroy Wei Kuang-tao has memorialised reporting the total amount of funds collected by the various likin offices and stations throughout the province of Kiangsu during the year 1903 as Tls. 1,850,000, part of which has been sent up to the Imperial Exchequer in Peking for the use of the Government and part spent in liquidating indemnities.

The Acting Governor of Hunan reports having engaged five Japanese gentlemen to serve as teachers in the Normal and High Colleges in the Capital of the Province. These teachers have been engaged through the Chinese Minister in Tokyo with a monthly pay of from Tls. 150 to 200 per man with free quarters. These gentlemen left Tokyo for China a few days ago, and it is expected they will arrive early next month.

In order to promote industry in North China Viceroy Yuan has given permission to the Director to the Bureau of Agriculture at Pao-ting to establish a glass factory at Wan-fing Hsien (near Peking), for the manufacture of all kinds of glassware after Japanese methods. His Excellency has given Tls. 20,000 as part of the requested capital, which will be subscribed by Chinese officials and merchants in this province.

The Viceroy of Yun-kuei has memorialised regarding the construction of the French railway in Yunnan. Since the spring of 1898 different parties of French engineers have successively visited the province for the purpose of surveying the route which was marked out. Now the company suggests an entirely new route, over 1,000 li. or about 333 miles in length. The estimated cost of the necessary lands and other expenses will be at least Tls. 1,000,000.

At the instance of the Director-General of the Southern Railways, official proclamations have been issued by the Viceroys regarding the construction of the Shanghai-Nanking line by British capitalists, and at the same time their Excellencies strongly advise the wealthy Chinese officials and merchants to purchase the shares of the company at £100 per share. As the line is in Kiangsi, which is regarded as the wealthiest province in China, it is believed that the line will become one of the most profitable railways in the Empire. When it is completed the profits on the shares will probably be much increased.

There is a rumour that the Hongkong Opium Farm is sending a petition to the Hongkong Government, applying for a reduction in the amount paid monthly for the Opium monopoly, as (it is said) the Farm is at present running at a loss. The same thing, it appears, has happened in the Straits, where also Chinese competition ran up the tenders to prices beyond all reason. The Penang Opium Farmer recently applied for a reduction of \$60,000 in the Farm's revenue to the Settlement, and the Government granted a reduction of \$50,000. In Singapore, likewise, the Farmer applied for a reduction of \$185,000, in his monthly payments of \$485,000. The Government offered a reduction of \$50,000 and he amended his application for a reduction of \$150,000; he was granted a reduction of \$100,000.

The old telephone exchange at Newchwang, started some time ago under Russian auspices, has been purchased by Mr. H. B. Campbell, an American employee of the Russo-Chinese Bank, but will require a great deal of renewal and repair to become quite efficient and up-to-date.

The *Peking Times* hears that Sir Robert Hart has purchased the Pei-tai-ho property of Mr. James Brazier, and that he is considering the possibility of building one or two bungalow residences thereon with a view of giving short seaside furlough to the Customs Staff in Peking.

The arrival of M. Cito as successor to Mr. Willis E. Gray as the head of the American-China Development Co. (the Canton-Hankow Railway) has been followed, says the N.-C. *Daily News*, by the cancelling of Mr. Kingsford's appointment as chief accountant, that gentleman receiving his full salary up to the end of his agreement, and the appointment of Mr. C. C. Baldwin as agent of the Company in China.

£340 per ton seems an enormous price to pay for potatoes in Singapore, but all the same, says the *Straits Times*, it is being paid. Messrs. Thompson, Thomas & Co. of the Australian Stores have lately been selling potatoes at that price. In explanation it must be stated that the potatoes sold are a new choice seedling variety called "Northern Star," which is a very heavy cropper of fine shape and quality, and the most disease-resisting and weather-defying potato yet raised.

When they were dreading an engagement in the Shanghai river, one of the local papers said: On one side of the Cosmopolitan Dock, where the *Astold* lies, is the Standard Oil Co.'s property, which is valued at over a million dollars; Melchers and Co.'s godowns and wharf are in the vicinity, while the Dock is British registered. Here is a pretty nut for Japan to crack. The Standard Oil Co. has made strenuous demands on Consul-General Goodnow to protect their property.

The company promoter seeking for new worlds to conquer has his eye on Tibet, and is only awaiting developments. The following companies have recently been registered: Copper Mines of Tibet, Limited; Lhasa Gold Mines, Limited, Lhasa Exploration Company, Limited; Lead Mines of Tibet, Limited; Tibet Mining and Finance Company, Limited; Tibet Mines and Minerals Company, Limited; Tibet Exploration Company, Limited; Tibet Corporation, Limited; and Goldfields of Tibet, Limited. It reads like comedy, but as far as the registration of the companies is concerned it is fact.

The local gentry of Hunan compiled regulations for collecting capital for constructing a railway between Hunan and Hankow, each share at 50 taels with 6 per cent. interest per annum, as well as further dividend if there be profit, and to be subscribed by the natives in the 67 departments of the province of Hunan. The way of paying for the share is very peculiar; when the intended subscriber of a share has to pay he will pay two sheng per one shih product of rice, for which the Railway Administration will issue a receipt. The total tribute of rice of the Hunan gentry amounts to about 50 or 60 million shih, of which two sheng per shih is to be paid as shares of the railway, which means seven or eight hundred thousand taels per year, and after twenty-five years the sum of over ten million taels can thus be collected.—*Sin Wan Pao*.

The railway built by the Peking syndicate has been completed between Hsiaiching and Taokow. This railway, says a native paper, has been built by the syndicate for carrying all the materials and products of mines of the syndicate, and the syndicate has no right to have any passenger traffic by the train. However, the syndicate is selling tickets to passengers and carrying salt. The local magistrate has ordered the syndicate to stop the carrying of passengers and salt. The syndicate not obeying the order, referred the matter to the Waiwupu, and the Waiwupu referred it to Sheng Kungpao. Sheng Kungpao simply answered that the provincial treasurer shall levy taxes upon the sale of passenger tickets at the rate of 5 per cent. each, but the syndicate does not consent to the levy of taxes, and accuses the Magistrate Lu. Magistrate Lu says that he is simply acting according to the instructions from his chief. The matter is still pending.

The Nippon Yusen Kaisha has sent us a copy of its really artistic and most useful "Hand-book of information for shippers and passengers." Experience on some of the beautiful vessels of the company warrants the kindest comment on their catering for passengers.

The British clothiers who dreamed of fat contracts for supplying Japanese army and navy uniforms have since been informed that such things are made in Japan, and that the limits imposed on contractors debar such far-away offers as they might be disposed to make.

About 60 per cent. of railway material imported by Corea last year was of British origin, probably over £100,000 worth. Last year was a record year both for imports and exports, which were valued at £1,859,876 and £967,505 (excluding gold) respectively. Imports of cotton manufactures, £50,199—British share, one half.

On the recommendation of the Director of the Bureau in charge of relieving and rescuing affairs at Tientsin, H.E. Viceroy Yuan has sanctioned the establishment of a Government industrial institution to train poor boys and girls to earn money to support themselves and their respective families. The age for boys is between 10 and 16, and for girls between 8 and 14, and experienced Japanese and Chinese teachers will be employed. H.E. has also given permission to establish a half day school in the vicinity of the proposed institution so that the pupils may study a few hours every day after completing their work. There will be 160 boys and 100 girls at the commencement, who will be separated. The total expenditure for the institution and school will be Tls. 20,000, which will be defrayed by the above mentioned Bureau. The boys will first be taught to make foreign and Chinese furniture, and the girls will learn ordinary modern needle-work. (This institution is not to be confounded with the one which was opened for prisoners and criminals in the city some days ago).—*P. & T. Times*.

The district magistrate at Linchinghou is a man of enterprise. He has been persuaded to embark upon an undertaking of which he knows nothing except that he furnishes the silver. For many years the empty granaries within the walled city have been utterly useless, but now they are to be turned into cotton factories and machinery from Japan has already arrived for turning the raw cotton into cloth. This region is noted for the cotton grown over a wide extent of territory; and as unskilled labour is to be had almost as cheap as in any part of the empire, the hope is that when such labour becomes skilled, it may not be too expensive to compete with that in foreign lands. Two difficulties present themselves: 1st, the cotton grown here has a very short staple 2nd, coal is extremely dear. This last will doubtless be bettered when the mines operated by the English syndicate in Northern Honan pour out sufficient coal to ship to Tientsin. But in the meantime, says the N.-C. *Daily News*, the motive power must be expensive.

Two new steamers of 21,000 tons each, the *Dakota* and *Minnesota*, are about to be started on a service from Puget Sound to Japanese and Chinese ports, to inaugurate a serious attempt on the part of the Americans to substitute wheat for the rice and other cheaper grains which are the staple food in Japan and China. These large steam vessels are the property of the Great Northern Steamship Company, and will run in connection with the Northern Pacific Railroad Company. The Americans believe that if cheap wheat and flour, assisted by the cheapest means of transport, can be placed on the Japanese market, they will oust the imports of Burma rice, in which a large trade is done at present with Rangoon. It is an interesting experiment, on which about £1,000,000 has been staked. If it is successful it will seriously affect not only cultivators of rice in Burma, but also the British shipowners who do most of the remunerative carrying trade between Rangoon and Japan. We remember reading some years ago of this attempt to introduce wheat as food for Japan instead of rice. The Japanese, however, preferred the latter grain, and their soldiers and sailors seem to have thriven remarkably well on it during the war. It remains to be seen, even with so large a capital placed in the trade, if wheat can successfully cope with Burma rice in price.—*Rangoon Times*.

HONGKONG.

The Police Cricket Club have official permission to use the Wong-nei-chong Recreation Ground.

A Chinese foreman pile driver, at the Naval Yard extension, was killed on the 30th ult. by a boiler falling on him.

Major Caulfield, 110th Mahratta Light Infantry, has been appointed Commandant of the regiment, vice Colonel Birdwood, vacating.

The appointment (subject to Home approval) of Mr. William Russell as Second Assistant Government Marine Surveyor, in place of Mr. William Orchar, invalided, is announced.

Last week's plague return included only one case. The port was free of communicable disease. The report for the 48 hours ending noon yesterday was also blank.

At the trial of the new steamer *Kinting* (ex *Shanghai*) recently a speed of 11½ knots was attained. It is said that the forced draught worked satisfactorily.

An Order in Council, published in the last *Government Gazette*, makes the Registry of the Privy Council the Registry, for all purposes, in appeals relating to ecclesiastical and maritime causes.

The Hon. Sir Henry Spencer Berkeley acts (since Saturday) as Chief Justice, during the leave of Sir William Meigh Goodman. Mr. Ernest Hamilton Sharp, K.C., acts as Attorney-General for the same period.

Referring to the Governor's recent treat for Hongkong children, the N.-C. *Daily News* remarks: A party on such a scale as this to the children is quite a new departure for Hongkong, no previous Governor having indulged them so generously.

Mr. J. Grant Smith memorialised the Justices with a view to a reduction of public house licences yesterday. Glancing through a copy of the printed matter sent by him to the Justices, we find ourselves unable to agree with Mr. Smith's methods of advancing his views.

Numerous signatures have already been sent in for the Hongkong Volunteer Reserve Association, and Sergeant-Major Higby, of the Volunteer Corps, reports that the proposed formation of this new unit has given a decided fillip to that section also, more recruits having joined during the last week than in a corresponding period for a long time.

In a case in the Summary Court on the 1st inst. judgment was given against the defendant, an old man, who took the award very ill to heart and shook his fan at the judge as he left the Court, muttering imprecations not loud but deep against British justice. Doubtless his venerable years saved him from committal for contempt of Court.

Mr. Arthur Chapman has sent us the fourth supplement to his very useful "Street Index." It embodies all alterations and additions made up to the end of August, thus bringing the Index right up to date. The Index is an authoritative publication, of course, and must be regarded as indispensable to all interested in Hongkong real estate.

In the Summary Court yesterday Mr. Justice Sercombe Smith heard a summons by the Shing Lee, compradores, against C. Westermann for \$180 odd for provisions. Defendant said he ordered the goods for a mess of three, but admitted that he owed two-thirds of the debt, as one of the three was his assistant, whose bill he was supposed to pay. His Lordship, after hearing the evidence, found for the plaintiff with costs.

The continuous rains have made it more than ever apparent that the extra covering afforded to the Police to combat such weather is woefully inadequate to this purpose. The short cape which is the regulation wet day dress may serve to keep the wearer's shoulders dry, but does not protect him from the waist downwards. It may be that the heads of the department think it would be bad policy to impede the use of a policeman's nether limbs in case he had to chase a thief, for instance, but a light oilskin which could be easily thrown off would be equally convenient and would serve as a real protection against our torrential rainfalls. It is an uncommon sight to see a constable returned from patrol standing in what might almost be called a pool of water dripping from his clothes in the charge room before he can report himself "off duty."

Mr. Homi N. Karanjia, a young Parsee merchant connected with the firm of Messrs. Bomanji & Co., Shameen, Canton, died on the 2nd inst. at the Peak Hospital. He had some time before undergone an operation necessitated by the condition of his liver. His friends are grateful to Drs. Stedman and Rennie, and to all at the Hospital, for their efforts to save the young man, who was about to marry.

Hongkong volunteers have been notified that Captain George J. B. Sayer is away on six weeks' leave; that W. R. P. Scott joined the No. 2 Company on the 27th ultimo; that Gunner R. Galloway has resigned; that Gunner J. Thompson has been struck off the strength; and that volunteers going Home are invited to qualify while there in machine gun instruction. Those who do will be entitled to payment for the time so spent, officers eight shillings a day and non-coms. four shillings a day.

The announcement that the Star Ferry Company contemplate the inauguration of an all-round-the-harbour service brings up visions of delightful trips. Hitherto anyone who wanted to do the rounds of our beautiful bay had to trust to the uncertainties and uncleanliness of the Chinese launches which run on the circular tour, and though as fine as it is, it loses a good deal of its attractiveness when one has to travel cheek by jowl alongside an evil-smelling old coal-coolie. Let us hope that the Ferry Company's action will introduce a new order of things.

Dr. Carreira d'Azevedo, who arrived in Hongkong by the *Chusan*, has started practice in the city. He is not without experience in the Far East, having been on three previous occasions on board the Portuguese gunboats *Bengo*, *Diu*, and *Zaire* as surgeon captain. He is still attached to the Portuguese Navy, and is out here on furlough with the permission of his Government to practise. For the last two years Dr. d'Azevedo has been engaged in several of the principal hospitals in Lisbon, and has made a special study of tropical diseases. The medical profession is not over-represented in Hongkong, and Dr. d'Azevedo should make a success.

Our shipping reporter learns that American naval men, owing to a misunderstanding, consider they have a grievance against the Commodore. Recently, it appears, the U.S.S. *Solace* came and applied for a buoy on the Victoria side of the harbour. They could not have it as three buoys had just been reserved (by telegram) for three French ships arriving, and the *Solace* had to go over to the Foreign man-of-war anchorage. When they saw the French ships tie up, knowing nothing of the telegram, they thought they had been slighted. We do not suppose the U.S. officers shared this foolish feeling; but the incident shows how brittle a thing an "entente cordiale" may be.

The postponed concert was given on the Volunteer Parade Ground on the 2nd inst. under a beautiful starlit sky, and was very well attended. As usual, the umbrageous surroundings were made more attractive by the addition of festoons of paper lamps, and other decorations. Sergeant Terrill sang "The Deathless Army" with perfect enunciation, and much sweetness of voice. Mrs. Dealy was encored after singing "Dainty Claire." The instrumental quartet by Messrs. Tuxford, Koenig, Gonzales, and A. G. Ward was a most agreeable item, but rather too long. Lieutenant G. P. Lammert was awarded a rapturous encore for "Doreen," and gave "Songs of Araby." He has a splendid voice, which he manages well. Occasionally, he is apt to mar the effect by permitting verbal liaisons. "an dall" &c.; but this may have been due to the difficulty of producing sufficient tone in the open air. Mr. H. A. Tozer, the humorous vocalist, had an enthusiastic reception. His encore piece certainly "had the desired effect." The 114th Mahratta band was, as usual, good, one instrument being perhaps a trifle too "breathy" in places. Other vocalists to follow (when we were obliged to leave) were Mrs. Maitland and Mr. W. E. Schmidt. The intervals between items were much too long, some being made longer by the necessity of hunting for chairs that ought to have been ready. We suggest the appointment of a stage manager. On the whole, of course, 'twas a highly enjoyable performance.

Captain Stopford, R.N., who is well known in the Far East, as captain of H.M.S. *Blenheim*, which returned home recently, has been given the command of the Royal Naval Barracks at Chatham. A Service journal mentions that Captain Stopford (who obtained his present rank in 1887) is one of those whose promotion to flag rank on the active list is doubtful, owing to his having been overlooked for some years in the distribution of patronage.

The Hon. Sec. of the Tientsin Cricket Club has received a letter from the Hon. Sec. of the Shanghai Cricket Club regretting that his committee will be unable to accept the invitation of Tientsin to send a team this year owing to the fact that they are sending a team to Hongkong in November, and cannot manage both visits. It has been suggested that Tientsin should visit Shanghai between now and the end of October, but it is feared a sufficiently strong team cannot be got together.

On the 27th ult. Sir William Meigh Goodman, Chief Justice of Hongkong, and Lady Goodman, left for home on the P. & O. s.s. *Coromandel* on leave. Sir William came here about 14 years ago as Attorney-General, and was appointed Chief Justice in succession to Sir John Carrington in April of 1902. Previously Sir William was Attorney-General and Chief Justice of British Honduras. Hon. Sir Henry Spencer Berkeley will act as Chief Justice during the absence of Sir William Goodman, who expects to be back in Hongkong in a year's time or so. Mr. E. H. Sharp, K.C., will act as Attorney-General during the interregnum. There was a large company at Blake Pier to see Sir William and Lady Goodman off, among those present being Right Rev. Bishop J. C. Hoare, Hon. F. H. May, Hon. Gershom Stewart and Mrs. Stewart, Hon. W. J. Gresson, Sir Henry Berkeley, Mr. F. J. Badeley, Mr. C. W. May, Mr. P. P. J. Wodehouse, Dr. J. W. Atkinson, Mr. T. Sercombe Smith, and others.

MISCELLANEOUS.

News has been received of the total loss on the Goto Islands in the typhoon, of the Mitsu Bishi Co.'s steam collier *Akunoura Maru*, 1,065 tons.

Dr. Eberle, of the U.S. army, has discovered in the Philippines the microbe of dengue fever, and has named it *plasmoeba*.

River navigation in Burma during monsoon floods has its own peculiar risks, according to the *Bangkok Times*. The river near Yeh was in high flood, and the B.I.S.N. Co.'s s.s. *Mergui* foundered "in a paddy field."

The engagement of Captain C. W. Mead, Engineer-in-Chief and General Manager of the American China Development Company, Canton-Hankow Railway, to marry Miss Beatrice Zila, of Shanghai, is announced.

Experiments have been made at Shanghai in raising from seed plants of *Ocimum Veride*, "The Mosquito Plant." This plant was first introduced last year at Kew, when a specimen was received from Northern Nigeria. Its introducer claims that by placing two or three plants in a room, it is kept free from mosquitoes.

His Lordship the Bishop of Macao, D. João Paulino d'Azevedo Castro, accompanied by the Revs. A. Gomes, T. Nunes, W. Arkwright, Soares and Lima, arrived on the 31st ult. by the German mail steamer *Bayern* from his pastoral visit to the Portuguese missions in Singapore and Malacca.

A recent fracas at Shanghai between Japanese, Russians, and French, was begun, it is said, by a Japanese striking a French sailor with one of his *geta* (wooden clogs). The *Echo de Chine* points out the terrible insult to the French uniform, and characteristically adds:—"Si c'était une pantoufle de marquise, passe encore, mais une sandale japonaise c'est un peu brutal!"

Apropos the recent London ruling in a P. & O. case, with regard to steamer companies' liabilities in respect of passengers' luggage, a New York judge has given quite a contrary decision in a similar case. The conditions printed upon the back of the tickets he held "are not binding, because they are not reasonable, nor in accordance with public policy." Admiralty lawyers regard the decision as of great importance in establishing a precedent in connection with the liability of steamship owners in regard to losses of valuables on shipboard.

The following item, accompanied by an excellent photograph of the Band, appeared in the *Police Review*: The Tientsin City Police Brass Band is composed of some 25 young Chinese boys, whose ages range from 15 to about 21 years. Organised by the Commissioner early in 1902, after 18 months' patient and indefatigable teaching by the bandmaster, Mr. Davis, the band is already able to play international anthems, marches, etc., and hopes to undertake music of a more classical description at an early date. The bandmaster belongs to the 21st Punjab Infantry, a regiment at present stationed at Tientsin.

A band of armed desperadoes belonging to the locality made a raid a few days ago on the house of a Mixed Court runner, living not far from the Railway Station, at Hongkew, Shanghai. Apparently the desperadoes had a grudge against the runner, who, by the way, is said to be a nephew of the head runner in the Shanghai Magistrate's yamen, for they put a bullet through the neck of their victim besides sticking their knives in half a dozen parts of his body. The desperadoes got off almost unmolested, taking away with them eight well-filled trunks of fine clothes and jewellery and money—a valuable "haul" considering what ought to be the circumstances and position in life of the victim. However, there is evidently more in the philosophy of these yamen runners than outsiders wot of.

A fracas, luckily unattended with any serious results, caused some excitement in Hongkew, Shanghai, on the 19th instant, according to the *N.C. Daily News*. The trouble was, it is believed, started by a Japanese who followed a French sailor up an alleyway, and when he turned hit him over the head with a wooden sandal. His yells brought out several other French and Russian sailors from a restaurant close by, and the Japanese also being reinforced by his countrymen, a serious fracas seemed imminent. A Sikh policeman who saw the trouble blew his whistle, and immediately the Russians and French decamped. One sailor, a Russian from the *Mandjour*, was escorted to the police station by the constable, a foreigner, and two American sailors. He was sent to his Consul yesterday and ordered back to his ship. In the mêlée a Japanese got a nasty cut behind the ear. Detective-Sergeant Vaughan, who at once made enquiries, discovered four other Japanese suffusing from slight wounds. The one whose ear was injured was sent to the Japanese hospital. It is said that eight Russians and seven Frenchmen took part in the fight, but it is unlikely that any of them will be traced.

It is frequently the case in the country districts of China that usages which apply to a particular neighbourhood are quite unknown in other districts not far removed. At Tungpo, situated not far from Whampoa, a strange custom obtains, to the effect that when the bride visits her home, after the first month of married life, she need not return to her husband till two or three years have expired. It has been reported to me, on reliable authority, that recently six young brides committed suicide together. They were more or less friendly as will be maidens, and had all been married within a year. Having all returned to their homes according to custom, the husband of one of them insisted that his wife should return to him, or he would take a concubine. Thereupon the six young women, it is alleged, determined to commit suicide together, and in order to do this effectively they secretly proceeded to the river's bank, and each couple having tied themselves by the wrists and ankles flung themselves into the river. They accomplished their purpose and were drowned. Thereupon the husband of one of them threatened to bring an action against the parents of his wife, because they had failed to instruct their daughter, when young, in her duty. The parents, fearing trouble as far as their daughter was concerned, paid the angry husband \$80. We may assume that these statements are reliable, and if so this sad picture presents us with a terrible revelation of native life. Those who know China best, are most conscious of how very little they really know of the inner life of this strange people, and it is only by such facts as these that light is really thrown on their social and family life.—anton correspondent of *N.C. Daily News*.

COMMERCIAL.

SILK.

Messrs. A. R. Burkill & Sons, in their Silk Circular, dated Shanghai 19th August, state:—The home markets are quiet, Gold Kiling is quoted in London at 11.9. Raw Silk.—The market has shown signs of improvement and a fair business has been transacted this week in Tsatees. Prices have declined to a more reasonable basis, and exchange has further helped buyers. Yellow Silks.—A small business continues to be done. But prices remain high, and stocks in Shanghai are small. Hand Filatures—neglected. Steam Filatures.—A fair business is reported chiefly in fine sizes for the Continent at favourable rates. Waste Silk—keeps very quiet as holders refuse to come down in their ideas of price.

SUGAR.

HONGKONG, 2nd Sept.—There is not much difference in the position of the market since last reported.

Shekloong, No. 1, White.....	\$8.40 to \$8.45	pcls.
Do. 2, White.....	7.50 to 7.55	"
Do. 1, Brown.....	6.05 to 6.10	"
Do. 2, Brown.....	5.90 to 5.95	"
Swatow, No. 1, White.....	8.30 to 8.35	"
Do. 2, White.....	7.40 to 7.45	"
Do. 1, Brown.....	5.80 to 5.85	"
Do. 2, Brown.....	5.65 to 5.70	"
Foochow Sugar Candy	12.50 to 12.50	"
Shekloong	10.50 to 10.55	"

RICE.

HONGKONG, 2nd Sept.—The prices are advancing a little, holders being firm.

Saigon, Ordinary.....	\$2.35 to \$2.40	
Do. Round, good quality	2.65 to 2.70	
Do. Long	3.85 to 3.90	
Siam, Field mill cleaned, No. 2	2.65 to 2.70	
Do. Garden, No. 1	3.80 to 3.85	
Do. White	4.10 to 4.15	
Do. Fine Cargo	4.25 to 4.30	

OPIUM.

3rd September.		
Quotations are:—Allowance net to 1 catty.		
Malwa New	\$1120	to \$1140 per picul.
Malwa Old	\$1160	to \$1220 do.
Malwa Older	\$1280	to \$1300 do.
Malwa V. Old	\$1320	to \$1340 do.
Persian fine quality	\$900	to — do.
Persian extra fine	\$925	to — do.
Patna New	\$1167½	to — per chest.
Patna Old	\$ —	to — do.
Benares New	\$1137½	to — do.
Benares Old	\$ —	to — do.

MISCELLANEOUS IMPORTS.

Shanghai, 25th August.

Messrs. Noel, Murray & Co., in their Report on the Shanghai Piece Goods Trade, state:—Shanghai has been very much perturbed during the interval by the continued presence here of two Russian war vessels contrary to all the laws of neutrality, and the consequent attendance in the vicinity of the River of a small Japanese squadron prepared to enforce those laws. Fortunately the Russian Authorities have seen, though tardily, the right course to take is to disarm and put the vessels out of commission, and so the peace of the place is once more assured. There has not been much interruption to trade, though one or two steamers might reasonably put in a claim for demurrage. In consequence of the Russian refusal to surrender Port Arthur, heavy fighting has been going on for the last week, the Japanese evidently moving inwards slowly to avoid the many traps and obstacles that have been laid for them. Scarcely any news regarding the progress of events farther North has reached here. The market here, though undoubtedly strong, has become much quieter, partly owing to the weak and vacillating position of exchange, so far as forward business is concerned; but latterly the rise in the raw material has had a still greater influence. Clearances have kept up wonderfully well and the natives are hungering after goods, the supply of most makes being very greatly reduced, and but little to arrive in the near future. Newchwang continues to draw on this for large quantities of American makes, the available stock of which is nearly exhausted. Two steamers this week have taken between them over 14,000 bales and more tonnage is wanted. Stocks up there must have dwindled down to a very low ebb, and, with the improved means of transportation, these fresh supplies will soon go into consumption. The fear is there will not be sufficient goods to supply the demand. All the probable September arrivals have been bought

up and the dealers are now booking what they can for October. It is confidently stated that the available stock of American goods now here is under 10,000 bales! Our other dependencies are not at all inactive, though recent financial troubles in Hankow are said to have temporarily affected that market to some extent. From the enquiries being made, and evident anxiety of operators to receive cargo that has been bought to arrive, the trade prospects in Corea must be very favourable. Unfavourable rumours concerning the new Cotton Crop in America are reported to have had a strengthening effect on the home markets and quotations are higher. In Liverpool the price for Mid. American has gone up to 6.36d., but Egyptian still remains unchanged at 7½d. Futures are said to be dearer, though we have not heard of any quotation. Business has not been entirely stopped, a fair quantity being contracted for March-April shipment, and one case has come to our notice of a line of heavy Shirtings going through at a price declined a fortnight ago. The higher prices wanted in New York is curtailing the operations in American makes. As anticipated transactions in Yarns from stock have fallen off very considerably. In Bombay the market is strong and prices have advanced four Rupees. Some fairly large sales of Local Spinnings have been made for delivery in a month's time. Contracts have been made in new Cotton at Tls. 20.75 for Best Steam Ginned and Tls. 19.50-19.80 for Shanghai Ordinary, but in anticipation of a good demand for Japan operators are now asking much higher prices.

MISCELLANEOUS EXPORTS.

HANKOW.—The prices quoted are for the net shipping weight excluding cost of packing for export:—

Per picul	
Cowhides, best selected	Tls. 33.00
Do. seconds	29.00
Buffalo hides, best selected	19.00
Goatskins, untanned (chiefly white colour)	—
Buffalo Horns (average 3 lbs. each)	8.75
White China Grass (Wuchang and/or Poochi)	11.20
White China (grass (Sinshan and/or Chayu)	10.25
Green China (grass (Szechuan)	11.00
Jute	5.00
White Vegetable Tallow (Kinchow)	10.00
White Vegetable Tallow (Pingchew and/or Macheng)	9.90
White Vegetable Tallow (Mongyu)	—
Green Vegetable Tallow (Kiyu)	10.00
Animal Tallow	8.05
Gallnuts (usual shape)	18.00
Do. (Plum) do.	20.00
Black Bristles	116.00
Feathers (Grey and/or White Duck)	20.0
Do. Wild Duck	21.50
Turmeric	3.00
Sesamum Seed	4.45
Seamum Seed Oil	7.90
Vegetable Tallow Seed Oil	7.90
Wood Oil	7.00
Tea Oil	8.90

Per M. M. steamer *Tourane*, sailed on 25th Aug. For Marseilles:—329 bales raw silk, 150 bales waste silk, 9 cases silk piece goods, 37 bales human hair, 390 packages tea, 10 cases ylang ylang oil, 11 cases hats, 9 cases cigars, 50 packages provisions, etc., 16 packages sundries. For Lyons:—493 bales raw silk. For St. Chainond:—20 bales raw silk. For London:—6 packages photo goods, etc.

Per P. & O. steamer *Coromandel*, sailed on 27th August. For London or Manchester:—155 bales waste silk. For Manchester:—50 bales waste silk. For Marseilles:—200 bales waste silk, 182 bales raw silk. For St. Chamond:—10 bales raw silk. For London:—2 cases cigars, 25 rolls matting 10 packages cassia, 1 bale canes, 30 half-chests tea from Foochow, 3 cases silks, 1 case china ink, 25 packages tea, 60 bales raw silk. For Lyons:—217 bales raw silk.

Per steamer *Peleus*, sailed on 2nd September. For London:—2,054 boxes tea, 473 half-chests tea, 2,884 cases ginger, 400 cases cassia, 250 bales cassia, 250 bales canes, 250 casks ginger, 120 bales waste silk, 101 cases blackwoodware, 23 cases effects, 30 cases bristles, 8 bales feathers. For Amsterdam:—150 boxes tea, 212 cases ginger. For Antwerp:—100 bales spli' bamboos, 50 cases bristles. For Suez:—100 bales rattan shavings. For Genoa:—135 bales canes. For Marseilles:—200 bales waste silk. For Copenhagen:—67 bales feathers. For Liverpool:—40 cases chinese provisions. For London or Glasgow:—1,213 cases ginger, 575 casks ginger. For London or Manchester:—50 bales waste silk. For London or

Hamburg:—62 bales canes, 2 cases bristles. For London or Antwerp:—100 cases ginger, 20 casks ginger. For London or Liverpool or Manchester:—44 bales cotton. For London or Continent:—1,050 cases cassia, 68 cases gallnuts, 12 cases cantharides, 36 cases bristles. For London or Antwerp or Hamburg:—50 cases bristles, 20 cases bristles. For Rotterdam or Amsterdam:—1,000 cases ginger, 350 casks ginger, 200 bales cassia. For Havre or Hamburg or London:—23 cases bristles.

Per P. & O. steamer *Java*, sailed on 2nd Sept. For London:—1,490 bales hemp, 2 cases cigars, 2 boxes essence of ylang ylang, 2,250 boxes tea, 12 packages tea, 1,170 cases preserves, 129 rolls matting, 53 cases cassia, 10 cases camphorwood trunks, 24 cases blackwoodware, 7 cases cigars, 9 cases silks, 5 cases private effects. For Hamburg:—250 cases cassia. For London and/or Glasgow:—150 cases preserves. For London, Antwerp and Hamburg:—20 cases bristles. For London, Liverpool and Glasgow:—50 cases soy.

SHARE REPORTS.

HONGKONG, 2nd September, 1904.—The market has been rather quieter during the week under review, and beyond a fairly large business in Sugars at rapidly advancing rates, there is nothing of much importance to report. The Settlements in the 31st ult. passed off satisfactorily.

BANKS.—Hongkong and Shanghai remain steady at \$650 with a small sale. Nationals have advanced to \$39 with sales.

MARINE INSURANCES.—Unions with a small demand, and in the absence of any shares on the market, have improved to \$580, but the demand being apparently satisfied, the market closes with \$580, a few shares offering at that rate. China Traders continue quiet at \$63 with no sales, closing with sellers. Cantons can be placed at \$212. North Chinas and Yangtze unchanged and without business.

FIRE INSURANCES.—Hongkongs have been placed at the improved rates of \$315, \$320 and \$325, closing firm at the last rate. Chinas remain neglected and have now sellers at \$88.

SHIPPING.—Hongkong, Canton and Macaos, after a small sale at \$29, improved to \$30, at which a fair business was transacted; at the time of closing shares are obtainable at the latter rate, but orders in the market at a slightly lower rate are not executable. Indo-Chinas improved over the settlements to \$118 after sales at \$117 and \$117½, but at time of closing are weaker with sellers at \$117. The latest Shanghai quotation is Tls. 84. On time shares have changed hands locally at \$120 for December, \$121 for January and \$122 for February. China and Manilas have advanced to \$26½ and Dougases to \$36 with sales in both cases. Star Ferries have buyers at the improved rates of \$40 and \$30 for old and new respectively. Shell Transports remain unchanged with small sales at 25/- closing with sellers.

REFINERIES.—China Sugars have been in a steady demand and with but few shares available; in the early part of the week the rate gradually advanced with sales at \$19 cum div. to \$200 ex div. of \$5 paid in the 29th ultimo. A fair business was put through at the higher rates for cash and at equivalent rates for time up to March 31st. The market closes firm with buyers at \$200 cash and \$207 for December. Luzons after a long period of inactivity have been negotiated at \$64.

MINING.—We have no changes or business to report under this heading.

DOCKS, WHARVES, AND GODOWNS.—Hongkong & Whampoa Docks have found small buyers at \$227, and close quiet with some small sellers at \$226. Kowloon Wharves, have been placed at \$113 ex dividend of \$2½ paid on 31st August. Farnhams have ruled steady during the week between Tls. 172 and Tls. 173 with sales.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands have advanced to \$154 with sales but close with sellers at that rate. Hongkong Hotels have continued in demand, and no shares being procurable at \$136 cum dividend of \$5 paid on the 29th August, the rate has improved to \$132 ex dividend with buyers. Humphreys and West Points remain unchanged and without business.

CO-OP MILLS.—No business to report under this heading.

MISCELLANEOUS.—China Borneos have advanced to \$11 with sales and further buyers.

Watsons are in the market at the lower rate of \$15. Watkins, Steam Waterboats and Cements are enquired for at quotations. We have nothing further to report under this heading.

MEMOS.—Hongkong Cotton, &c., Co., ordinary yearly meeting of shareholders on the 19th inst., transfer books closed from 1st to 10th inst., inclusive. Hongkong and Kowloon Wharf and Godown Co. extraordinary general meeting on Thursday, 15th inst., to confirm resolutions passed at the meeting on the 31st August.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & S'hai...	\$125	{ \$650. L'don, £46. 10s.
Natl. Bank of China		
A. Shares	28	\$39, sales
B. Shares	28	\$39, sales
Foun. Shares...	£1	\$10, buyers
Insurance—		
Union	\$100	\$580.
China Traders	\$25	\$63, sellers
North China.....	£5	Tls. 67½ buyers
Yangtsze.....	\$60	\$135.
Canton.....	\$50	\$212, buyers
Hongkong Fire	\$50	\$325, buyers
China Fire	\$20	\$88, seller.
Steamship Cosys.—		
H. Canton and M...	\$15	\$30, sellers
Indo-China S. N. ...	£10	\$117, sellers
China and Manila...	\$50	\$26½, sales
Douglas Steamship	\$50	\$36½, buyers
Star Ferry.....	£10	\$40, buyers
Shell Transport and	£1	25½, sellers
Trading Co.....	£10	28. 10s.
Refineries—		
China Sugar	\$100	\$200, ex div., buy
Luzon Sugar.....	\$100	\$64, sales
Mining—		
Charbonnages	Frs. 250	\$490.
Raubs	18 10d.	\$6½, buyers
Docks, Etc.—		
H. & W. Dock	\$50	\$226, sellers
H. & K. Wharf & G.	\$50	\$113, ex div., buy.
New Amoy Dock	36½	\$27½, sellers
S. C. F. Boyd & Co.	Tls. 100	Tls. 173, sellers
Land and Building—		
Hongkong Land Inv.	\$100	\$154, sellers
Kowloon Land & B.	£30	\$38,
WestPoint Building	\$50	\$61, sellers
Hongkong Hotel	\$50	\$131, ex div., buy
Humphreys Estate.	\$10	\$1, sellers
S'hai Land Ins. Co., Ltd.	Tls. 50	Tls. 111.
Cotton Mills—		
Ewo	Tls. 50	Tls. 30, sellers
International	Tls. 75	Tls. 25.
Laou Kung Mow	Tls. 100	Tls. 32½.
Soychee	Tls. 500	Tls. 160, sellers
Hongkong	\$10	\$12, sellers
Green Island Cement	\$10	\$30½, buyers
China-Borneo Co., Ltd.	\$12	\$11, buyers
Watson & Co., A. S.	\$10	\$15, sellers
Hongkong Electric	\$10	\$15, buyers
Hongkong & C. Gas....	85	89½.
Hongkong Rope.....	£10	\$160, buyers
Fenwick & Co., Geo.	\$25	\$48, sellers
Hongkong Ice	\$25	\$210, buyers
H. H. L. Tramways...	\$100	\$280, buyers
Hk. Steam Water- Boat Co., Ltd.....	\$10	\$19, buyers
Dairy Farm	86	\$20, buyers
Campbell, Moore & Co.	\$10	\$37, buyers
Bell's Asbestos E. A...	12/6	83, buyers
United Asbestos	84	89½, buyers
Do.....	\$10	\$180.
Tebrau Planting Co....	85	\$1, sales
China Prov. L. & M...	\$10	89½, sales & sellers
Watkins, Ltd	\$10	89½, sellers
ChinaLight & Power Co., Ltd.....	\$10	89½.
Powell, Ltd.....	\$10	\$12, buyers
Shanghai and Hong- kong Dyeing and Cleaning Co., Ltd.)	\$50	\$50
Canton, Hongkong Ice	\$10	\$10, nominal
Tigar Companies—		
Albambra Limited.	\$500	\$150, sellers
Philippine Tobacco Trust Co., Ltd.	\$10	89½, sellers
Steam Laundry Co., Ltd.	\$5	\$7, sellers
S. C. Morning Post ...	\$25	83½, buyers

EXCHANGE.	
MONDAY, 5th September.	
ON LONDON.—	
Telegraphic Transfer	1.91½
Bank Bills, on demand	1.94
Bank Bills, at 30 days' sight	1.91½
Bank Bills, at 4 months' sight	1.91½
Credits, at 4 months' sight	1/10½
Documentary Bills, 4 months' sight	1.10½
ON PARIS.—	
Bank Bills, on demand	2.28½
Credits 4 months' sight	2.32
ON GERMANY.—	
On demand	18
ON NEW YORK.—	
Bank Bills, on demand	44½
Credits, 60 days' sight	44½
ON BOMBAY.—	
Telegraphic Transfer	135½
Bank, on demand	135½
ON CALCUTTA.—	
Telegraphic Transfer	135½
Bank, on demand	135½

ON SHANGHAI.—	
Bank, at sight	71½
Private, 30 days' sight	72½
ON YOKOHAMA.—	
On demand	894
ON MANILA.—	
On demand—Pesos	88½
ON SINGAPORE.—	
On demand	6½ p.c.p.m.
ON BATAVIA.—	
On demand	108½
ON HAIPHONG.—	
On demand	1½ p.c.p.m.
ON SAIGON—	
On demand	1½ p.c.p.m.
ON BANGKOK.—	
On demand	61½
SOVEREIGNS, Bank's Buying Rate	\$10.95
GOLD LEAF, 130 fine, per tael	857.70
BAR SILVER, per oz.	26½

FREIGHTS.

From Hankow per Conference Steamers.—To London and Northern Continental ports (via Shanghai):—40/- plus River Freight. To Genoa, Marseilles or Havre (via Shanghai):—Tea and General Cargo 41/6 plus River Freight. To New York (overland):—Tea 48 1/2 cents per lb. gross plus River Freight. To New York (via Suez):—Tea and General Cargo 35/- per ton. To Shanghai:—Tea and General Cargo, Taels 1.80 per ton weight or measurement.

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

August -	ARRIVALS.
25.	Hanoi, French str., from Haiphong.
26.	Bourbon, French str., from Saigon.
26.	Chingwo, British str., from Salina Cruz.
26.	Chowtai, German str., from Bangkok.
26.	Chunsang, British str., from Saigon.
26.	Chusan, British str., from Bombay.
26.	Frithjof, Norwegian str., from Tamsui.
26.	Gaea, Norwegian str., from Rajang.
26.	Mallagrim, Norwegian str., from Pakhoi.
26.	Nanshan, British str., from Bangkok.
26.	Numantia, German str., from Hamburg.
26.	Setun, Norwegian str., from Manila.
26.	Signal, German str., from Sourabaya.
26.	Tean, British str., from Manila.
26.	Coromandel, British str., from Shanghai.
27.	Elax, British str., from Singapore.
27.	Haimun, British str., from Swatow.
27.	Inkum, British str., from Sasebo.
27.	Kwanglee, Chinese str., from Canton.
27.	M. Rickmers, German str., from Bangkok.
27.	Simougan, Dutch str., from Samarang.
27.	Trocas, British str., from Palembang.
27.	Triumph, German str., from Coast Ports.
27.	Tydeus, British str., from Liverpool.
27.	Vedra, British str., from Loesoe.
27.	Woo Sung, British str., from Canton.
28.	Apearade, German str., from Haiphong.
28.	Baralong, British str., from Shanghai.
28.	Breid, Norwegian str., from Saigon.
28.	Chihli, British str., from Shanghai.
28.	Hangsing, British str., from Shanghai.
28.	Kwangtah, Chinese str., from Shanghai.
28.	Lyeemoon, German str., from Shanghai.
28.	Nippon, Austrian str., from Shanghai.
28.	Speiza, German str., from Kelun.
29.	Telemachus, British str., from Saigon.
29.	Diu, Portuguese gunboat, from Macab.
29.	Glenf'loch, British str., from Singapore.
29.	Holstein, German str., from Iloilo.
29.	Kumsang, British str., from Calcutta.
29.	Onsang, British str., from Moji.
29.	Rubi, British str., from Manila.
29.	Tanglin, German str., from Bangkok.
29.	Yuensang, British str., from Manila.
30.	Bayern, German str., from Bremen.
30.	Esang, British str., from Caatoo.
30.	Haiching, British str., from Coast Ports.
30.	Hongkong, French str., from Haiphong.
30.	Kampot, French str., from Newchwang.
30.	Legaspi, American str., from Manila.
31.	

31, Kowloon, German str., from Canton.
 31, M. Struve, German str., from Tamsui.
 31, Peleus, British str., from Foochow.
 31, Taiwan, British str., from Shanghai.
 31, Tjilatjap, Dutch str., from Amoy.
 31, Victoria, Chinese str., from Chefoo.
 31, Zwanley, British str., from Durban.

September—

1, America Maru, Jap. str., from S. Francisco.
 1, Andree Rickmers, Ger. str., from Bangkok.
 1, Borg, Norwegian str., from Bangkok.
 1, Hangsang, British str., from Canton.
 1, Japan, British str., from London.
 1, Java, British str., from Japan.
 1, Meefoo, Chinese str., from Shanghai.
 1, Nigretia, British str., from Moji.
 1, Palameotta, British str., from Calcutta.
 1, Taksang, British str., from Bangkok.
 2, Chiyuen, Chinese str., from Shanghai.
 2, Hue, French str., from Haiphong.
 2, Kwangtah, Chinese str., from Shanghai.
 2, Melita, French str., from Amoy.
 2, Nankin, British str., from Bombay.
 2, Telemachus, British str., from Liverpool.
 2, Yatshing, British str., from Sourabaya.
 3, China, American str., from San Francisco.
 3, Elba, Italian cruiser, from Shanghai.
 3, Ischia, Italian str., from Bombay.
 3, Leviathan, British cr., from Mire Bay.
 3, Lok sang, British str., from Bangkok.
 3, Lyemoon, German str., from Canton.
 3, Petchaburi, German str., from Bangkok.
 3, Terrible, British cruiser, from Weihsien.
 3, Thales, British str., from Swatow.
 4, Chihli, British str., from Canton.
 4, Taiwan, British str., from Canton.
 4, Taming, British str., from Manila.

August—DEPARTURES.

27, Coromandel, British str., for Europe.
 27, Decima, German str., for Canton.
 27, Eastern, British str., for Shanghai.
 27, Ranmoon, British str., for Yokkaichi.
 27, Samson, German str., for Bangkok.
 27, Tyr, Norwegian str., for Tonkin.
 28, Carl Diederichsen, Ger. str., for Hoihow.
 28, Chusan, British str., for Shanghai.
 28, Esang, British str., for Canton.
 28, Haitan, British str., for Swatow.
 28, Petrarch, German str., for Saigon.
 28, Pitsanulok, German str., for Bangkok.
 28, Suisang, British str., for Sourabaya.
 28, Themis, Norwegian str., for Kobe.
 28, Tsintau, German str., for Bangkok.
 28, Zafiro, British str., for Manila.
 29, Devawongse, German str., for Bangkok.
 29, Frithjof, Norwegian str., for Tamsui.
 29, Hailan, French str., for Pakhoi.
 29, Hanoi, French str., for Haiphong.
 29, Kwanglee, Chinese str., for Shanghai.
 29, Kwangtah, Chinese str., for Canton.
 29, Loongmoon, German str., for Shanghai.
 29, Loongsang, British str., for Manila.
 29, Lyemoon, German str., for Canton.
 29, Vedra, British str., for Shanghai.
 30, Aachenarden, British str., for Moji.
 30, Chihli, British str., for Canton.
 30, Choyang, British str., for Shanghai.
 30, Claverburn, British str., for Yokohama.
 30, Haimun, British str., for Tamsui.
 30, Hangsang, British str., for Canton.
 30, Kansu, British str., for Weihsien.
 30, Leviathan, British cruiser, for Mire Bay.
 30, Oscar II., Norwegian str., for Karatsu.
 30, Pundus, British str., for Rangoon.
 30, Rambler, British surv.-ship, for Taiwan.
 30, Setun, Norwegian str., for Kobe.
 30, Sokoto, British 4-m. bge., for Port Angeles.
 30, Tydeus, British str., for Shanghai.
 30, Woosung, British str., for Sha ghai.
 30, Yochow, British str., for Chinkiang.
 31, Bayern, German str., for Shanghai.
 31, Esang, British str., for Tientsin.
 31, Elis Rickmers, Ger. str., for Bangkok.
 31, Glenfalloch, British str., for Amoy.
 31, Hohnstein, German str., for Saigon.
 31, Laertes, British str., for Saigon.
 31, Nippon, Austrian str., for Trieste.
 31, Onda, British str., for Yokkaichi.
 31, Scania, German str., for Shanghai.
 31, Spezia, German str., for Hamburg.
 31, Tean, British str., for Manila.
 31, Triumph, German str., for Coast Ports.

September—

1, Amara, British str., for Saigon.
 1, Chwnshan, British str., for Swatow.
 1, Haiching, British str., for Coast Ports.
 1, Kampot, French str., for Canton.
 1, Numantia, German str., for Yokohama.

1, Skallagrim, Norwegian str., for Kelung.
 1, Taiwan, British str., for Canton.
 2, Apenrade, German str., for Hoihow.
 2, Bourbon, French str., for Saigon.
 2, Decima, German str., for Yokohama.
 2, Diu, Portuguese gunboat, for Macao.
 2, Elax, British str., for Sumatra.
 2, Hongkong, French str., for Haiphong.
 2, Java, British str., for London.
 2, Kohsichang, German str., for Bangkok.
 2, Kowloon, German str., for Kobe.
 2, Legaspi, American str., for Manila.
 2, Peleus, British str., for London.
 3, Changsha, British str., for Kobe.
 3, Chingwo, British str., for Salina Cruz.
 3, Chiyuen, Chinese str., for Canton.
 3, Hailoong, British str., for Tamsui.
 3, Hangsang, British str., for Shanghai.
 3, Ikbal, British str., for Chingwantan.
 3, Kwangtah, Chinese str., for Shanghai.
 3, Lightning, British str., for Calcutta.
 3, Meefoo, Chinese str., for Canton.
 3, Ovid, British str., for Saigon.
 3, Rubi, British str., for Manila.
 3, Signal, German str., for Hongay.
 3, Snokiang, British str., for Cebu.
 3, Tjilatjap, Dutch str., for Batavia.
 4, Chowtai, German str., for Bangkok.
 4, Elg, Norwegian str., for Saigon.
 4, Hopsang, British str., for Sourabaya.
 4, Hue, French str., for Haiphong.
 4, Jacob Diederichsen, Ger. str., for Pakhoi.
 4, Japan, British str., for Yokohama.
 4, Mad. Rickmers, German str., for Swatow.
 4, Melita, French str., for Quinhon.
 4, Mongolia, Amr. str., for San Francisco.
 4, M. Struve, German str., for Tamsui.
 4, Thyra, British str., for Raugoon.
 4, Victoria, Chinese str., for Chefoo.

PASSENGER LIST.

ARRIVED.

Per *Coromandel*, from Shanghai, for Hongkong, Mrs. F. L. Comptore and child, Misses Barnes Lawrence and Long, Messrs. W. M. Black, Bastein and Donnison; for Singapore, Mr. and Mrs. Moire, Mr. O. K. Nobel; for Penang, Mr. Wickers; for Colombo, Mr. Leon Mooser; for Marseilles, Mr. C. Lintillic; for London, Messrs. J. Low and child and infant F. R. ext R.N.; for Bombay, Mr. Cesaroni; from Kobe, for London, Messrs. A. Fillien, T. Mollet, Pabdey, Madsen, E. Kelderman, Gerrard and Van de Weide; for Hongkong, Mr. S. Husted.

Per *Chusan*, from Bombay for Hongkong, Messrs. A. Chasan and S. Shabash; from London, Mrs. Roeynell, Lieut G. G. C. Wood Martin, Messrs. F. C. Hall, W. Osborne, D. MacKenzie, D. Foley, A. F. Purdon, W. Hurrell, W. R. Sutton, H. Green, David Smith, D. Berrie, F. A. Biden and J. Dimond; from Gibraltar, Dr. and Mrs. C. de Azevedo, Mr. R. M. L. Faria Maia; from Marseilles, Messrs. W. McBride and Raff; from Penang, Mr. F. T. Elliss; from Singapore, Mrs. Gerald Pike, Messrs. S. Hahn and Castilho; from Bombay, for Shanghai, Mr. and Mrs. C. H. Stalker; from London, Sergt. Major Fitzpatrick; from Marseilles, Mr. D. H. M. Boyle; from Singapore, Mr. Van der Hooy and native servant; from London for Yokohama, Mr. H. W. Smith; from Marseilles, Mr. George Fuman and native servant.

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